

Preliminary Alternatives Analysis



THE ALTAMONT CORRIDOR RAIL PROJECT

Presentation to
California High Speed Rail Authority Board

February 3, 2011



U.S. Department
of Transportation
**Federal Railroad
Administration**



**CALIFORNIA
High-Speed Rail Authority**



**SAN JOAQUIN
REGIONAL
RAIL COMMISSION**



Preliminary Alternatives Analysis

- ❖ **Preliminary Alternatives Analysis Report posted at www.cahighspeedrail.ca.gov**
- ❖ **Evaluated alignment, station locations, and design options**
- ❖ **Initial alternatives presented to Board on May 6, 2010**
- ❖ **Preliminary Alternatives Analysis (AA) includes input and evaluation since May 2010**
- ❖ **Extensive agency and public outreach**





Project Background

- ❖ **Altamont Corridor studied by the Authority and identified as a candidate HST route to the Bay Area.**
- ❖ **Authority and the FRA selected Pacheco Pass via Gilroy as the route to connect the mainline of the HST network with San Francisco.**
- ❖ **Authority and FRA also found that an Altamont Corridor project would provide improved rail service between the Northern San Joaquin Valley and the Bay Area as a complementary regional rail service with a different purpose and need than the HST.**



Project Background

- ❖ **The Authority is partnering with regional and local agencies to pursue a regional joint-use rail project in the Altamont Corridor.**
- ❖ **The project would serve the Interstate 580 (I-580) corridor and reduce traffic along I-580 and Interstate 205 (I-205), which are the corridor's main east-west arteries.**
- ❖ **Would be a complementary regional corridor to the California HST System**



Altamont Corridor Partnership Working Group

- ❖ The ACPWG brings together local partners for the purpose of identifying goals, objectives, and key features of a joint-use regional rail improvement in the Altamont Corridor.





Project Purpose and Need



Purpose

- **Improve Regional Travel and Connectivity**
- **Serve as Regional Complement to High Speed Network**
- **Improve ACE to Serve as Regional Rail Provider**
- **Implement Solution Consistent with Long-Range Regional Rail Planning**



Need

- **Interaction Between Central Valley and Bay Area**
- **Regional Growth and Demographics**
- **Regional Congestion**
- **Travel Time**
- **Air Quality and Protection of Natural Resources**



Public Outreach and Scoping

❖ Public Scoping Meetings

- Scoping meetings in Stockton, Livermore, Fremont, and San José (November 2009)
- 104 comments, 30 route maps submitted

❖ Initial Alternatives

- Presented to Board on May 6, 2010

❖ Agency, Municipality, and Stakeholder Meetings

- Altamont Corridor Partnership Working Group
- Tri-Valley Regional Rail Policy Advisory Committee (PAC) meeting
- Alameda County Transportation Commission (ACTC)



Additional Alternatives Outreach

❖ Agency, Municipality, and Stakeholder Meetings (cont.)

- Local Government Technical Working Group
- City of Santa Clara Transportation Department
- San Joaquin County Board of Supervisors
- Stockton City Council
- Tracy City Council
- Environmental resource agencies (including USFWS and U.S. EPA)
- Livermore Area Parks and Recreation Parks District
- Association of General Contractors of California, Tracy Rotary Club, and Fremont Exchange Club



Alternatives Analysis Screening Criteria

❖ Meets Purpose and Need

❖ Design Objectives

- Maximize Ridership/Revenue Potential (time, length)
- Maximize Connectivity and Accessibility (connections)
- Minimize Costs

❖ Feasibility and Practicability

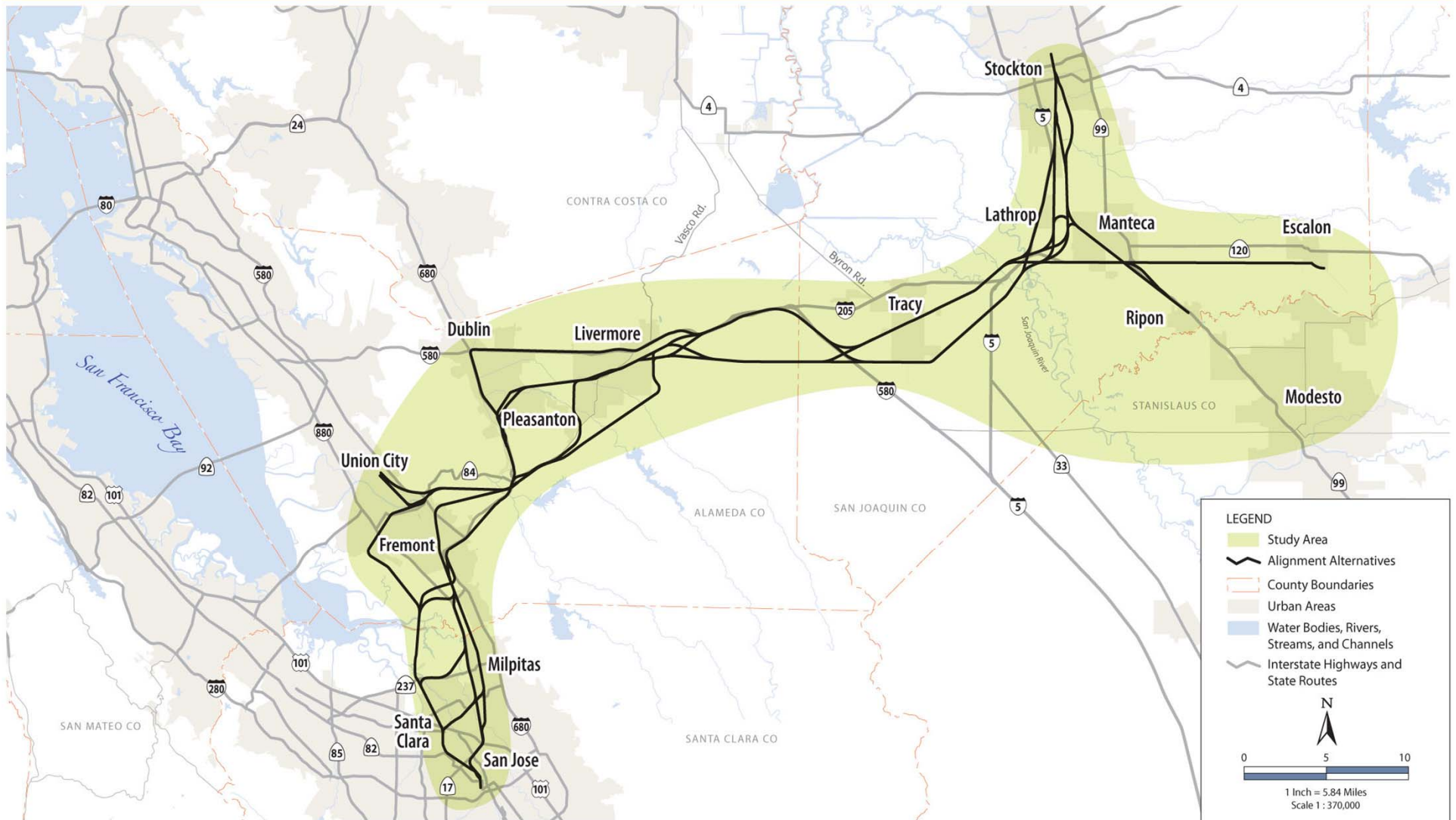
- Constructability
- Right of Way

❖ Environmental Impact

- Natural Resource Impacts
- Environmental Quality



Project Study Area







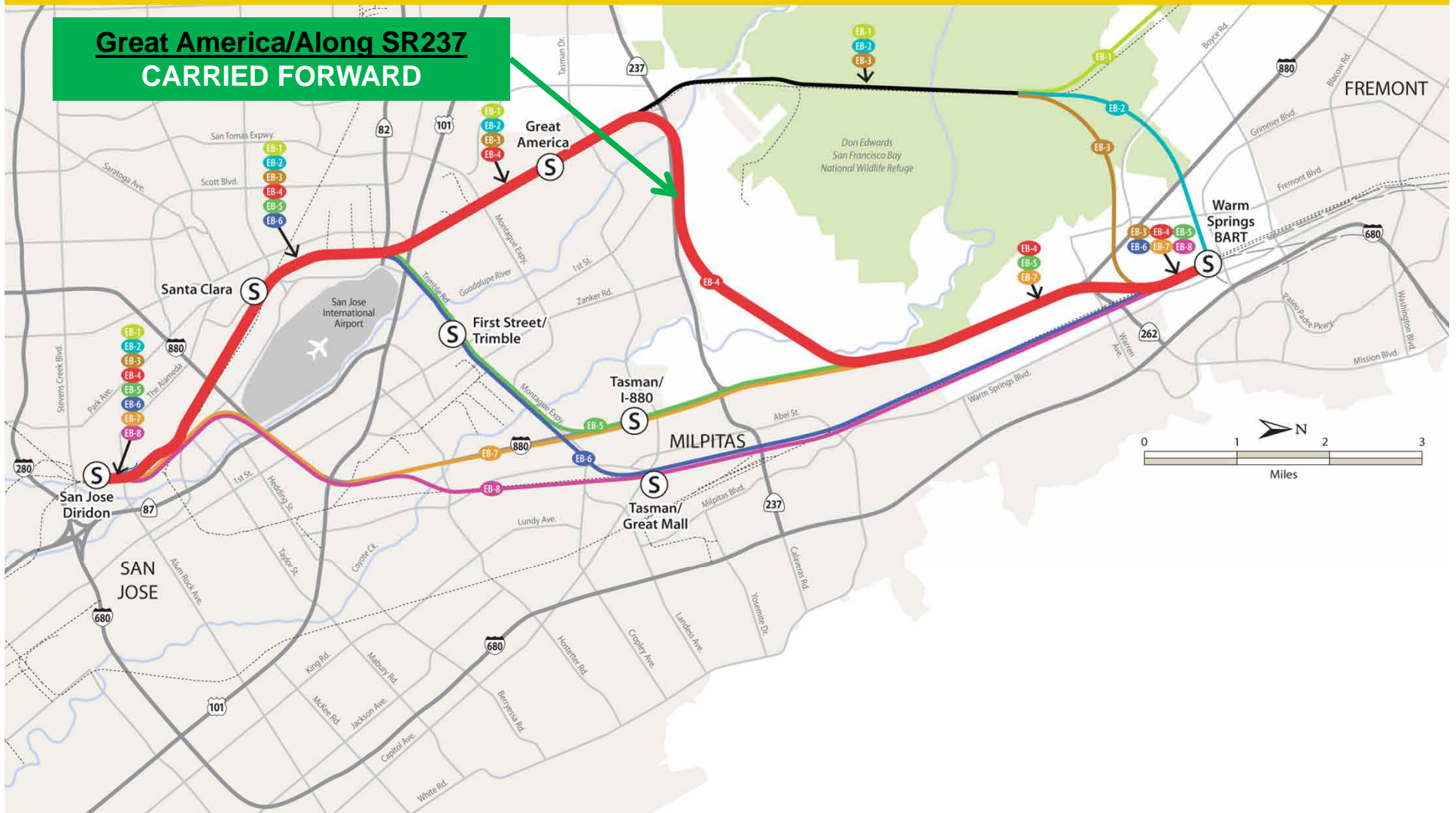
San José to Fremont

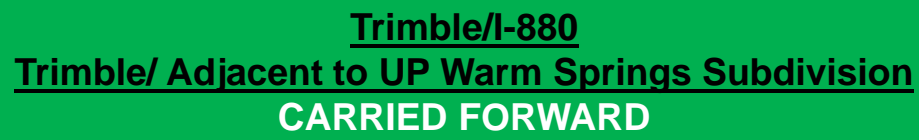




San José to Fremont

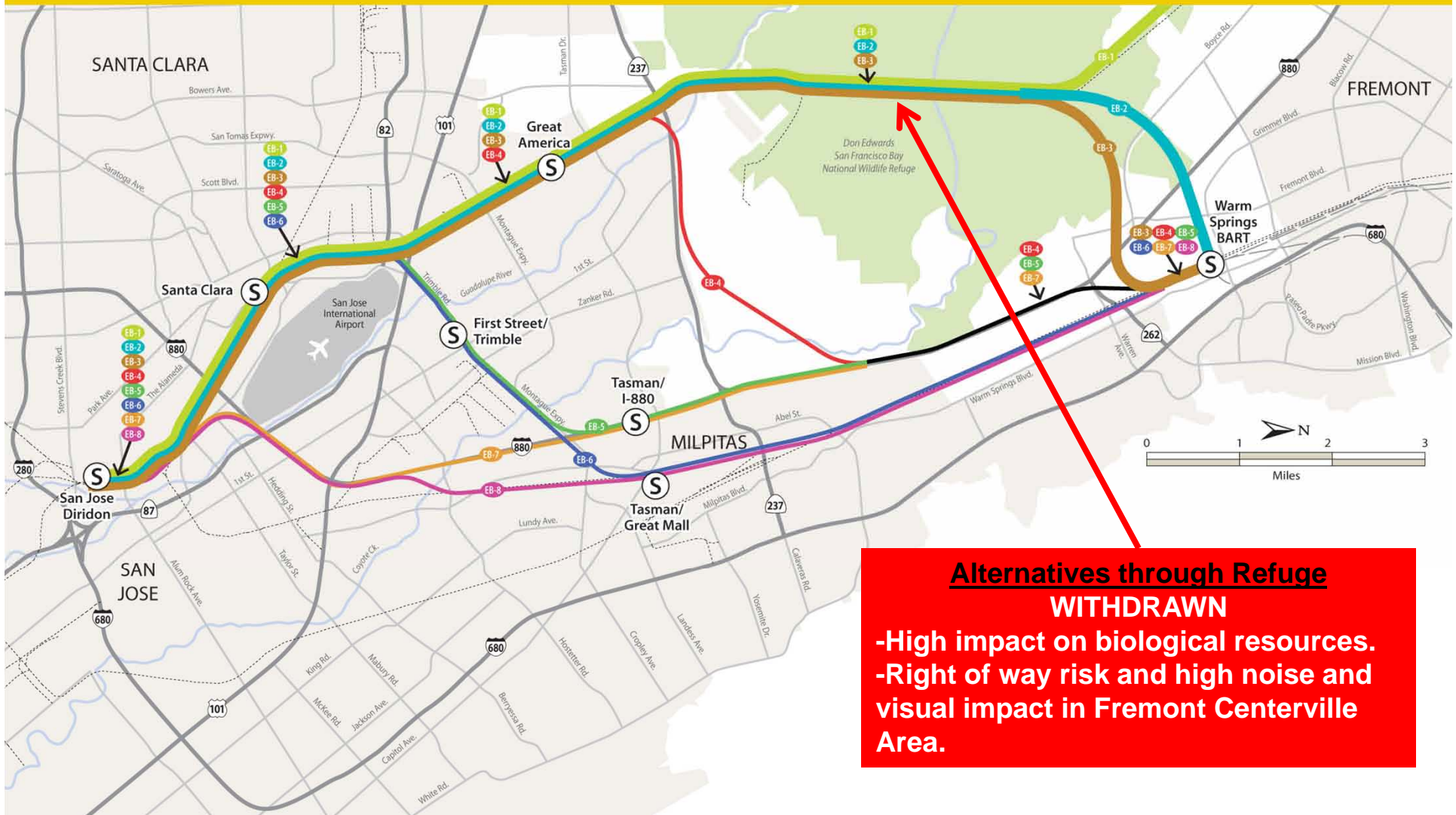
**Great America/Along SR237
CARRIED FORWARD**





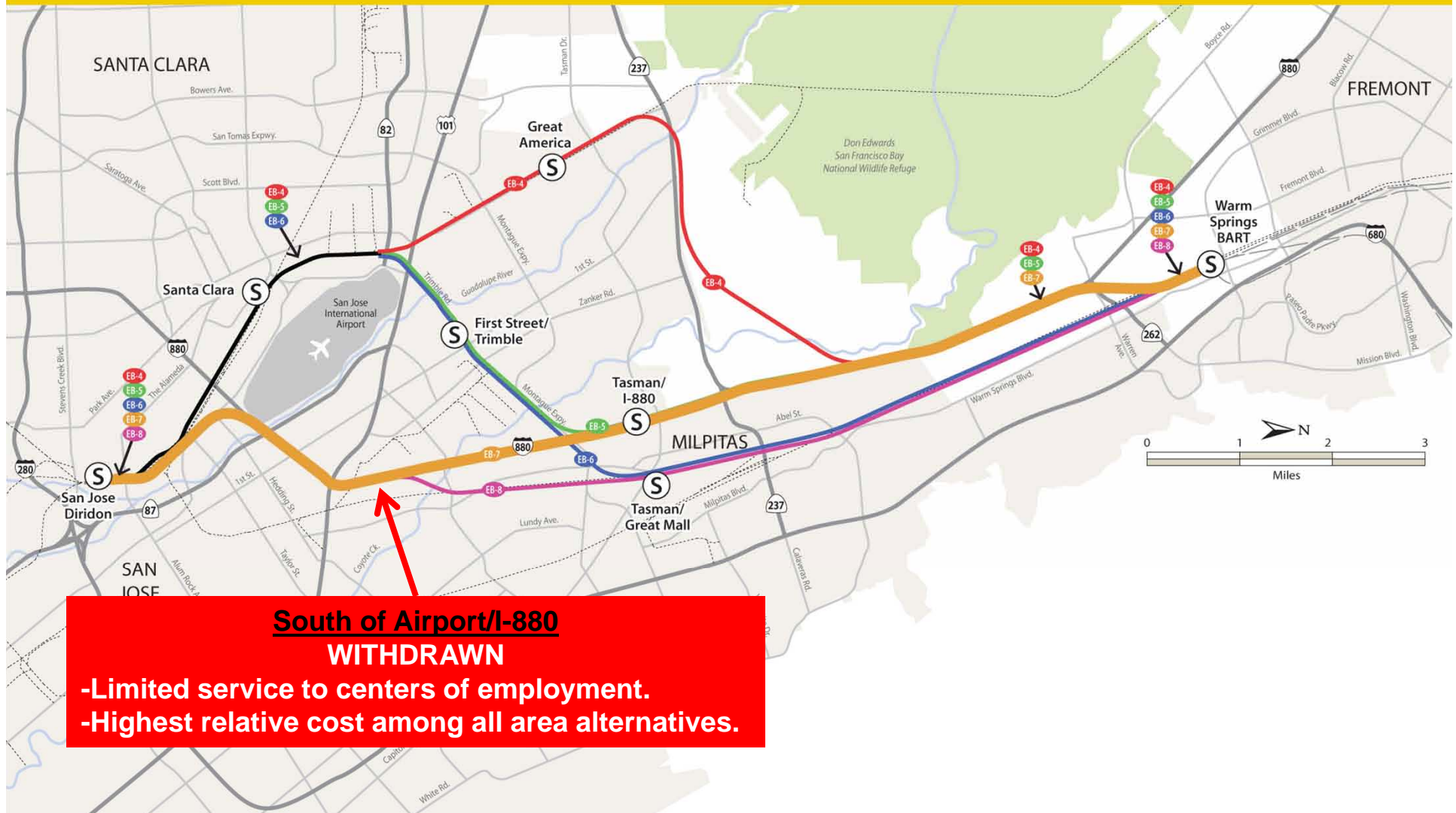


San José to Fremont



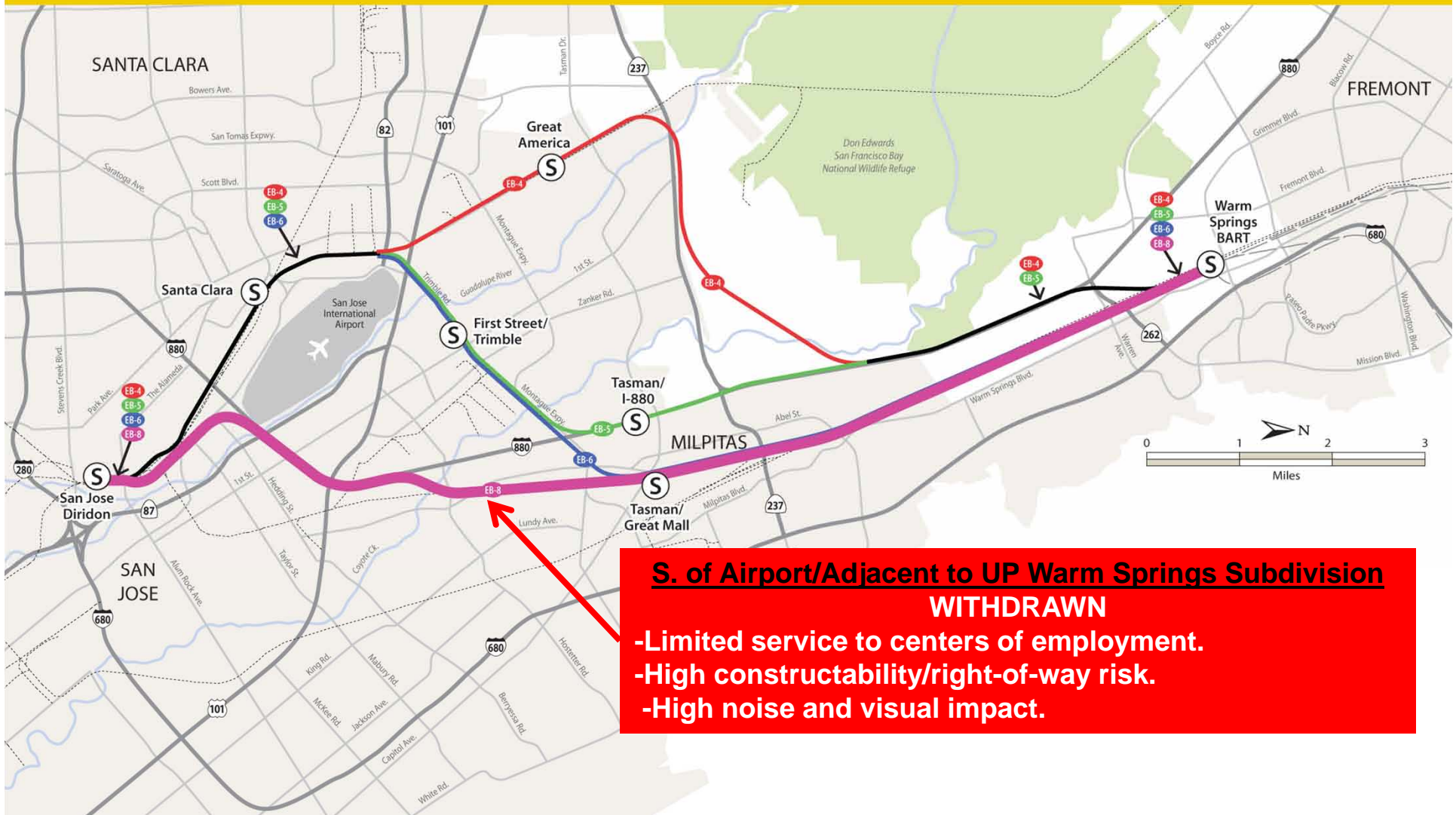


San José to Fremont



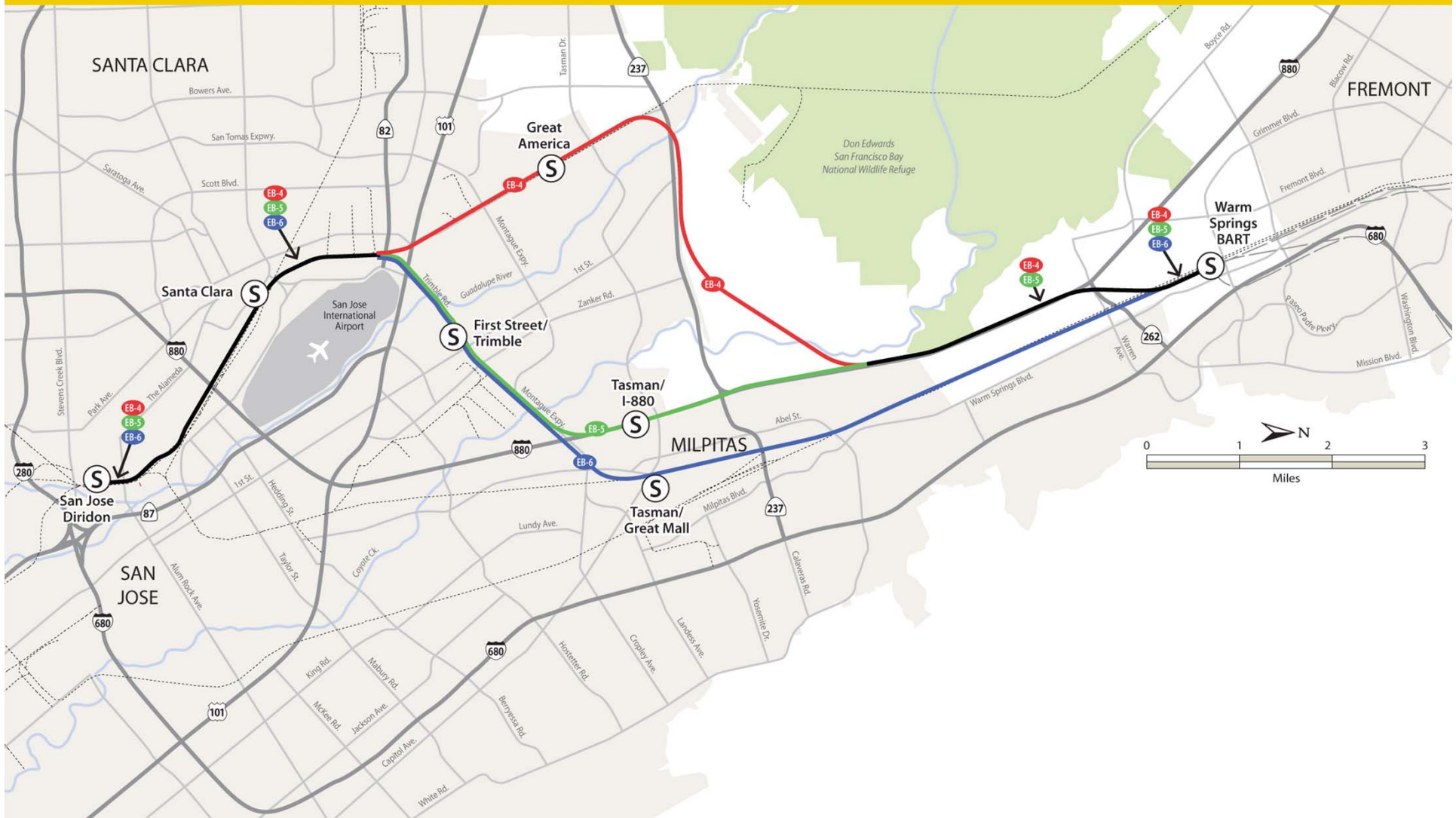


San José to Fremont



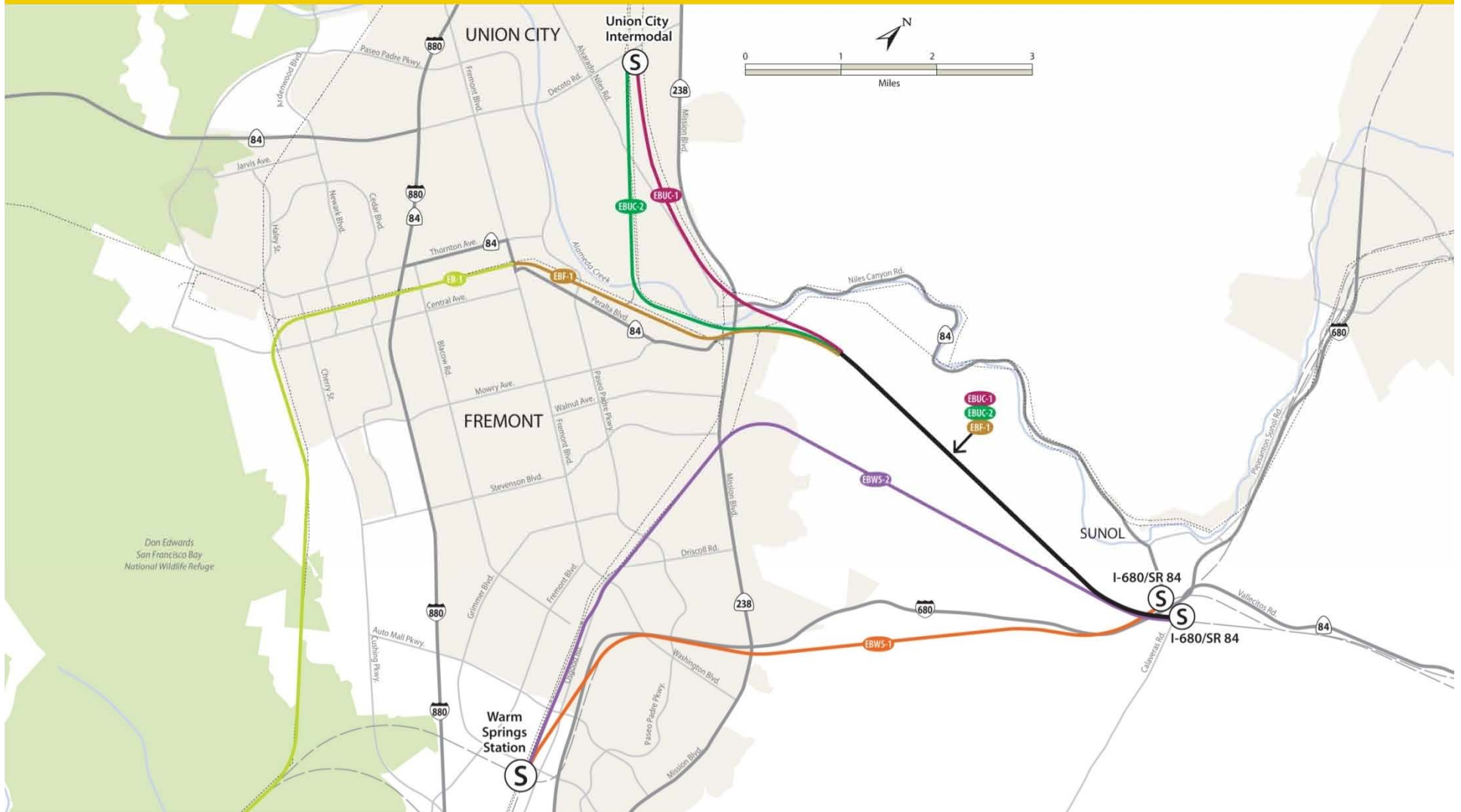


San José to Fremont



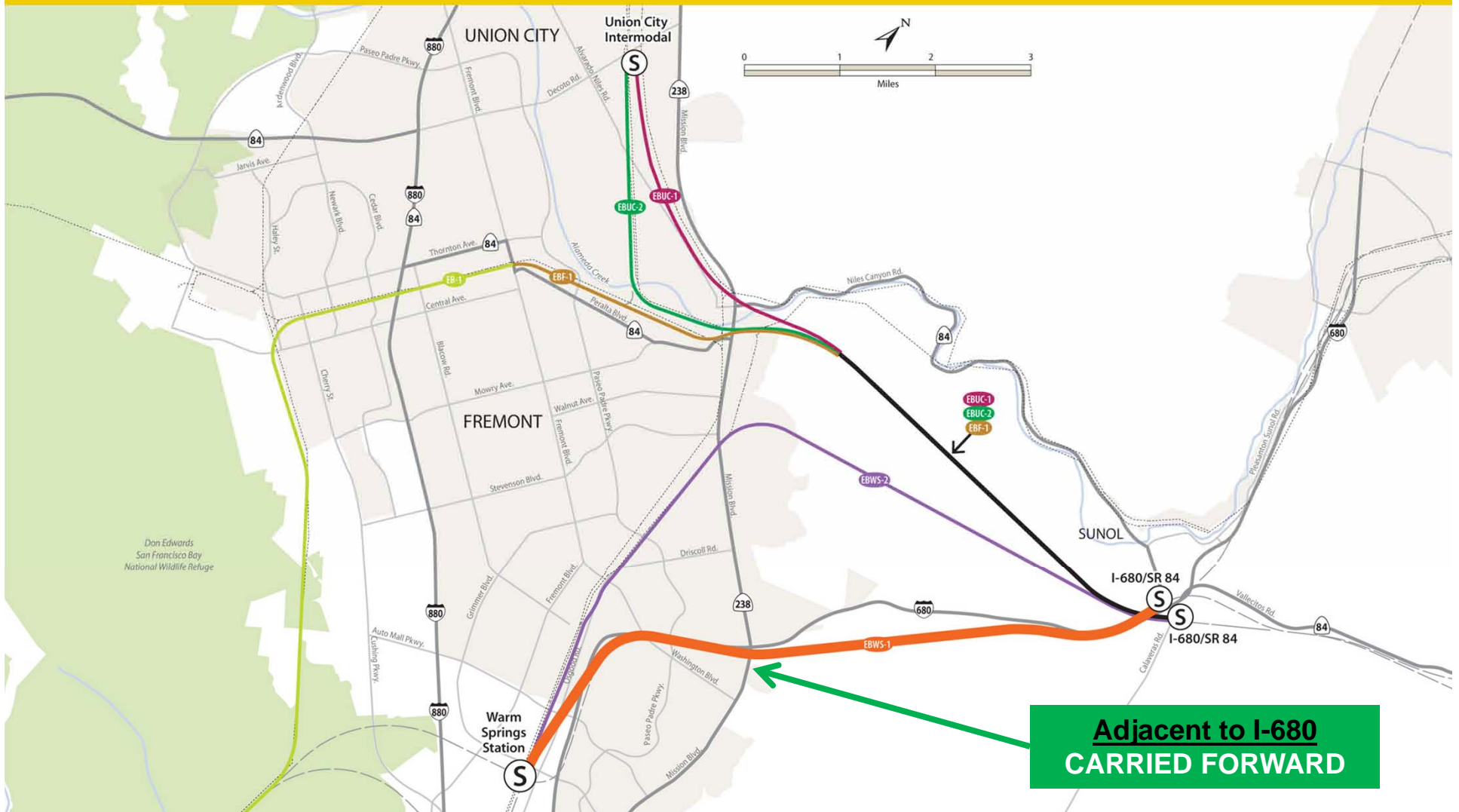


Fremont/Union City to I-680/SR84



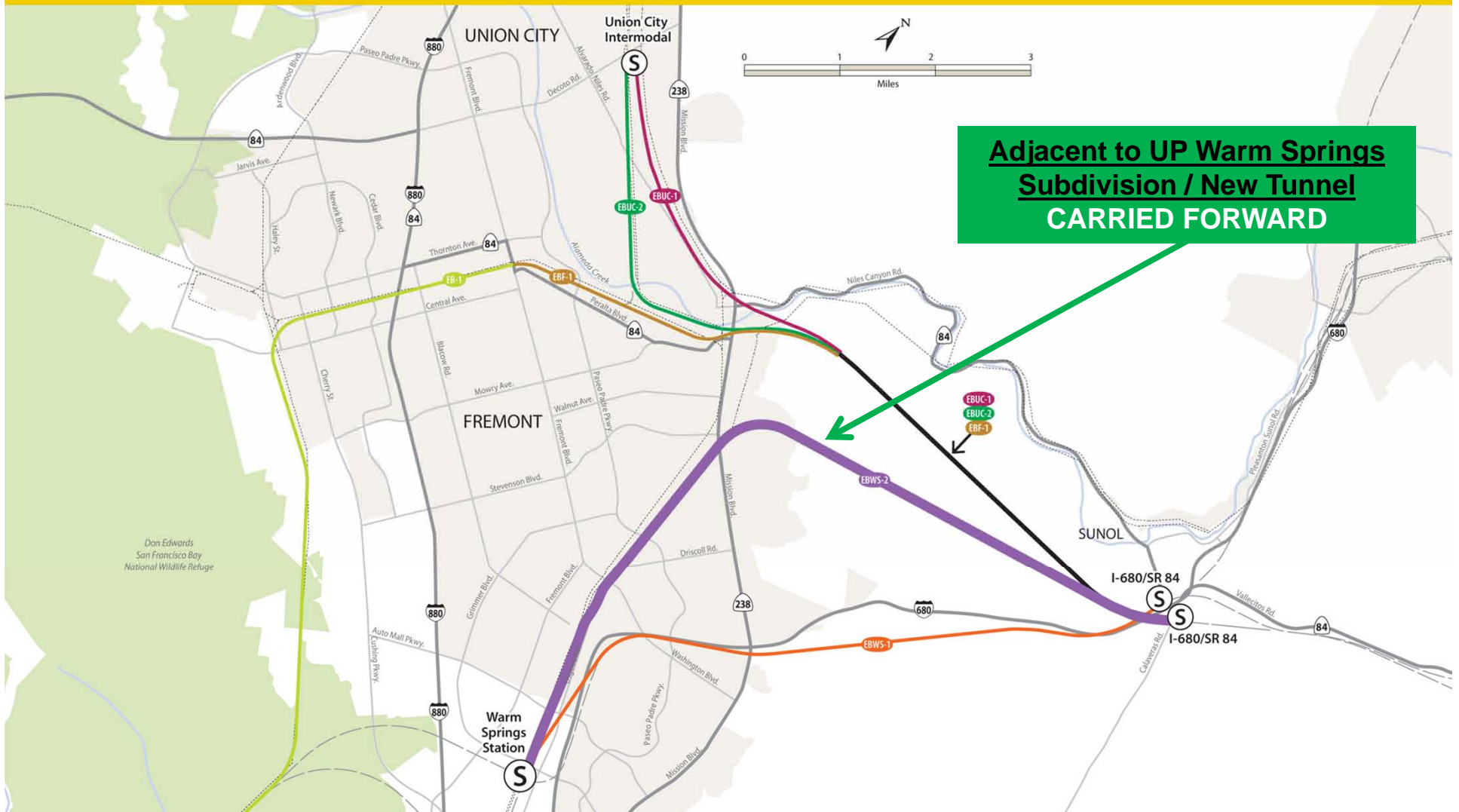


Fremont/Union City to I-680/SR84





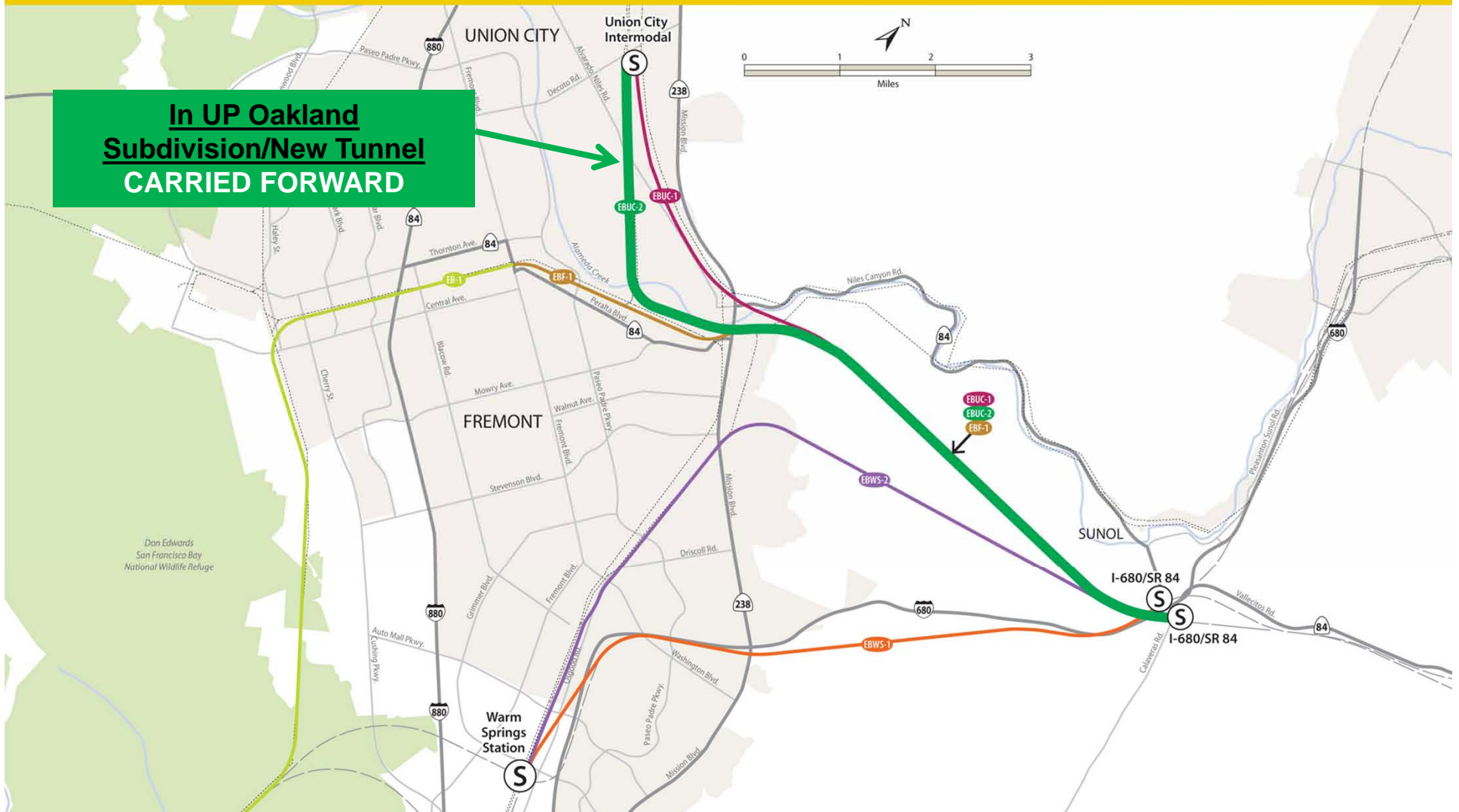
Fremont/Union City to I-680/SR84





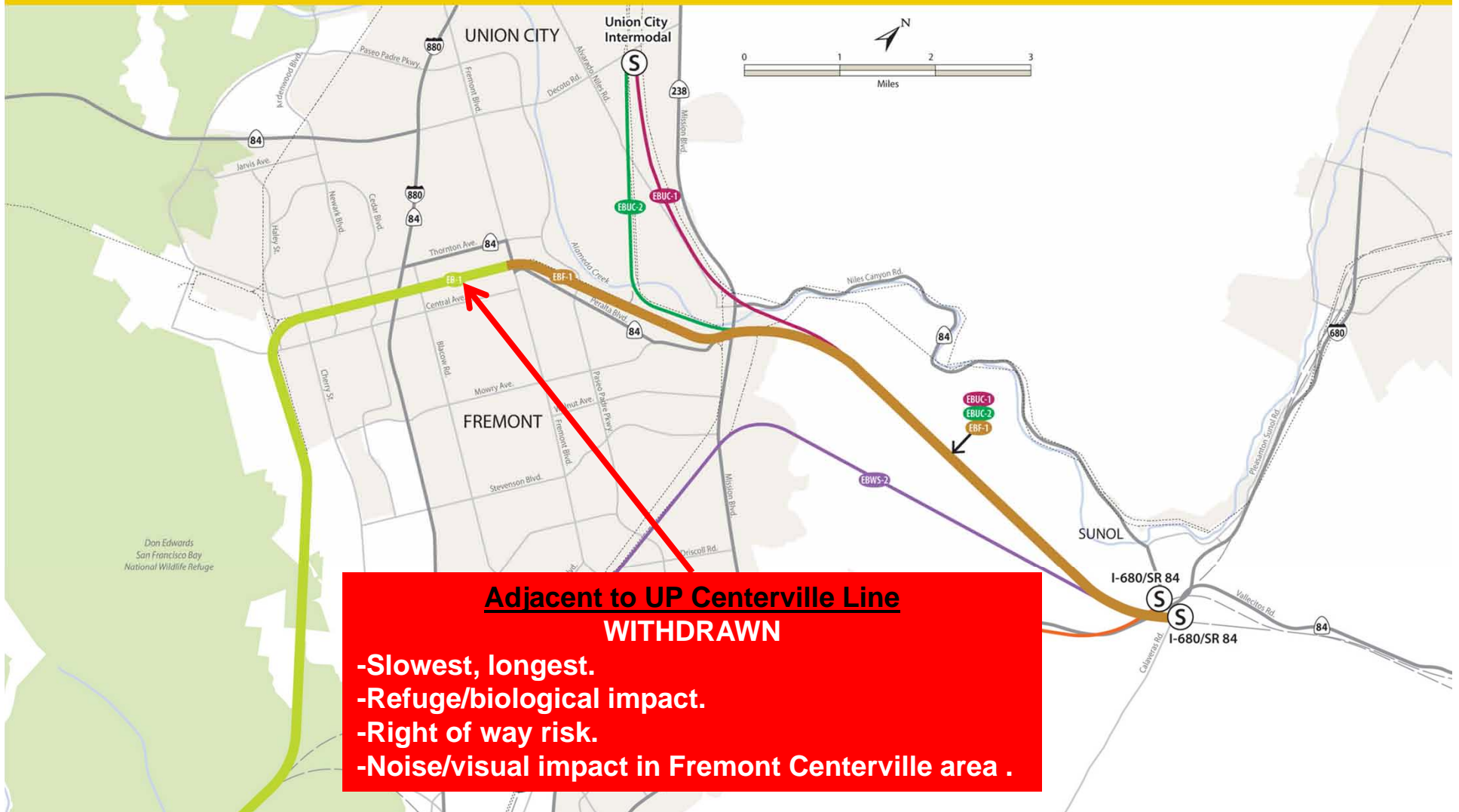
Fremont/Union City to I-680/SR84

**In UP Oakland
Subdivision/New Tunnel
CARRIED FORWARD**



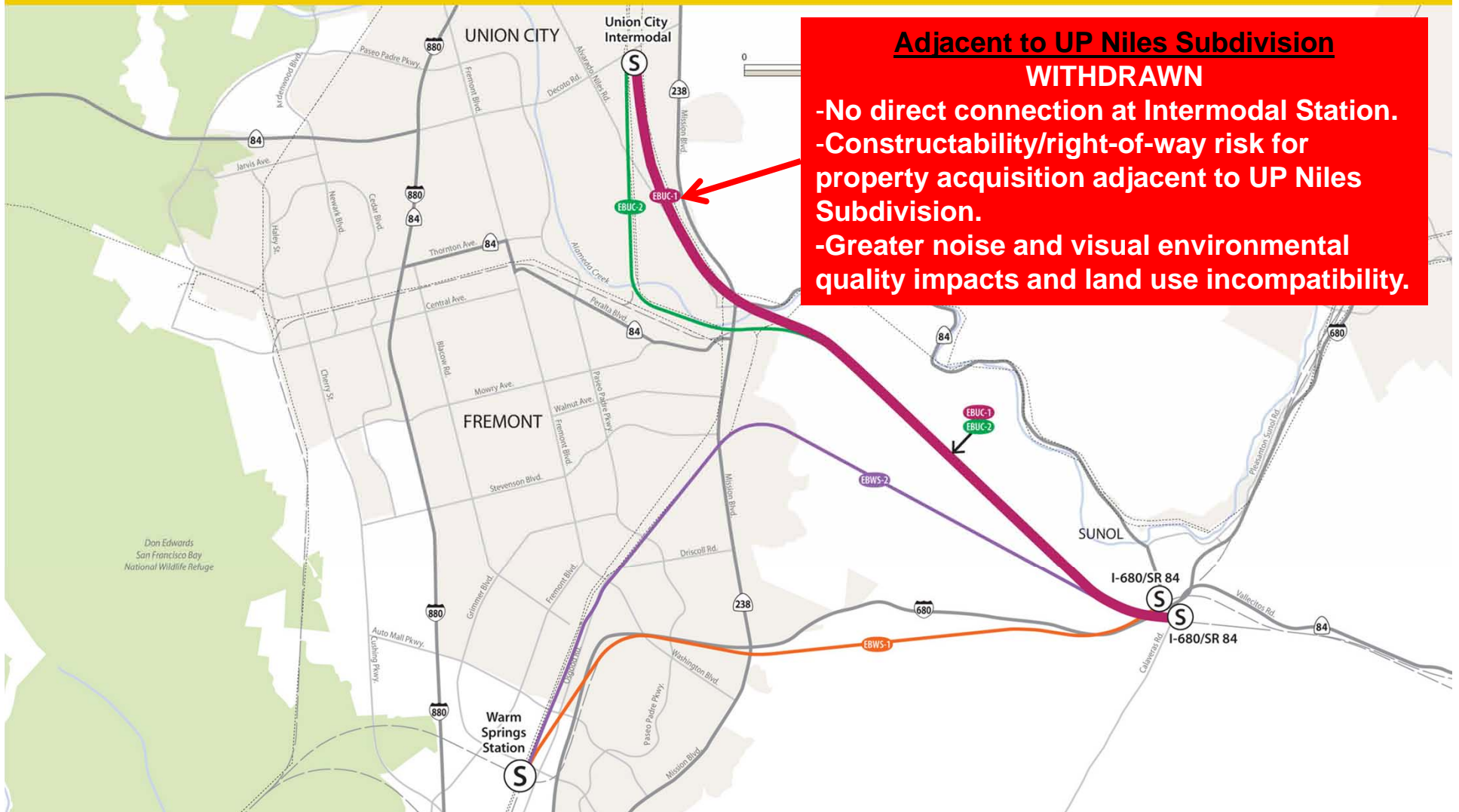


Fremont/Union City to I-680/SR84



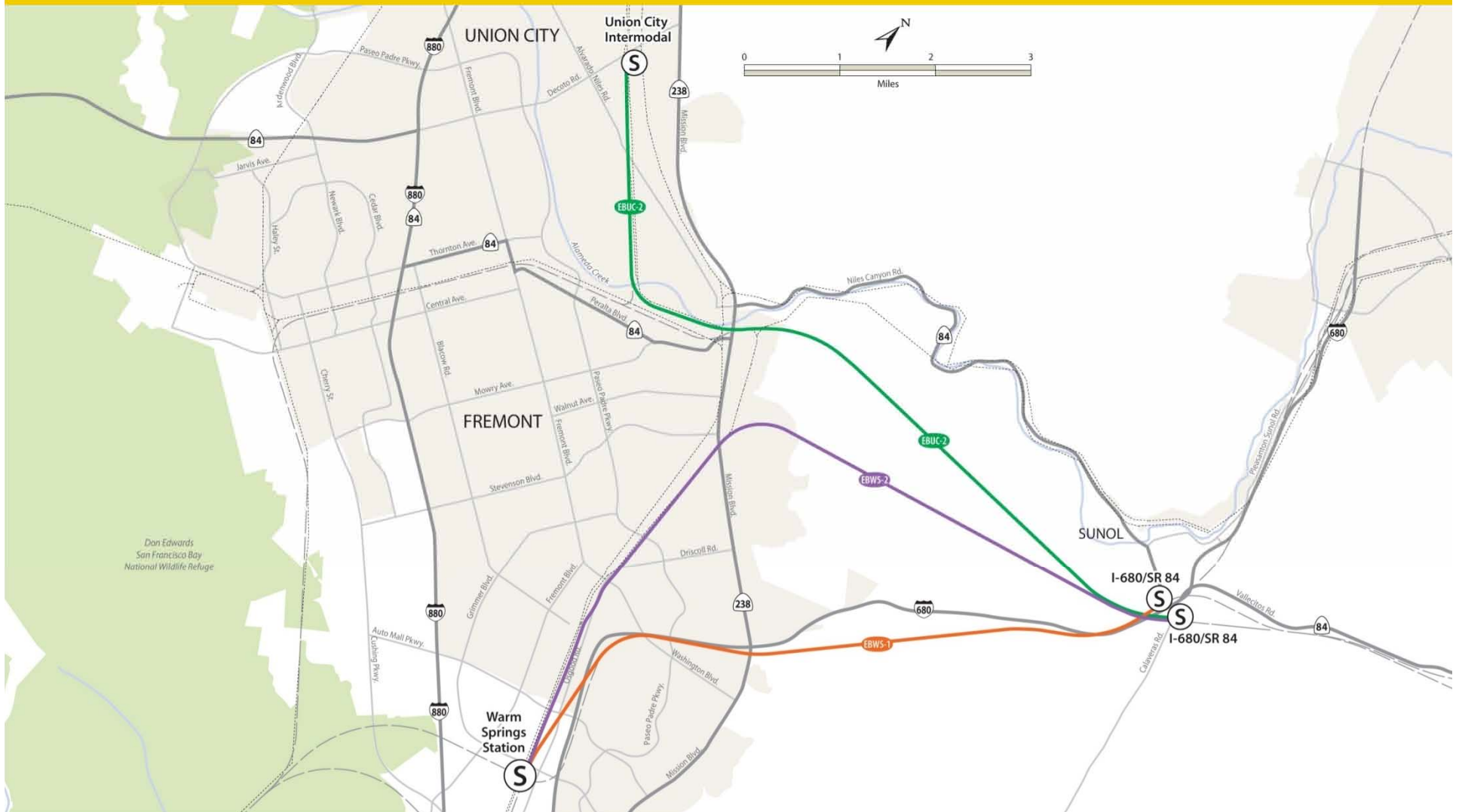


Fremont/Union City to I-680/SR84





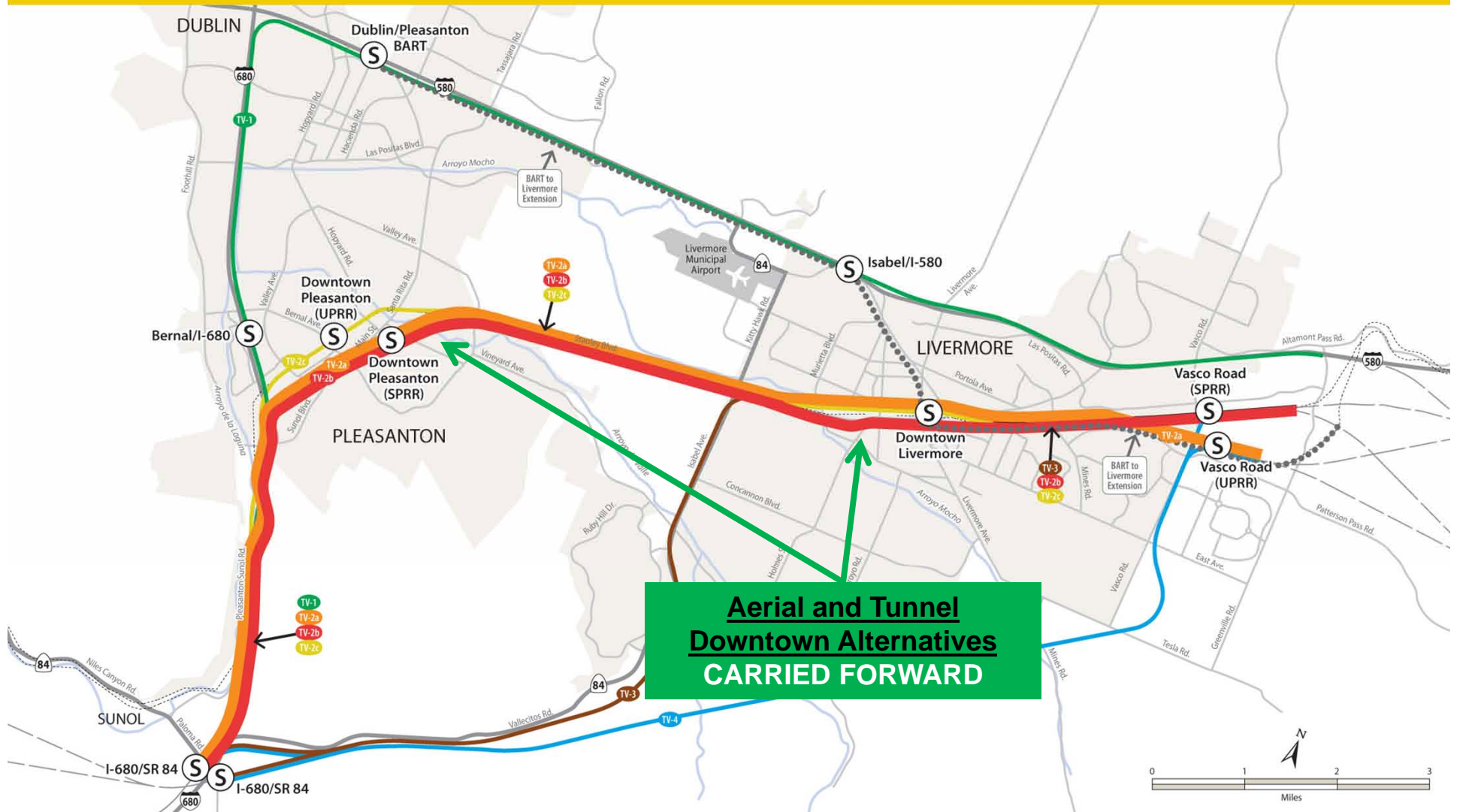
Fremont/Union City to I-680/SR84





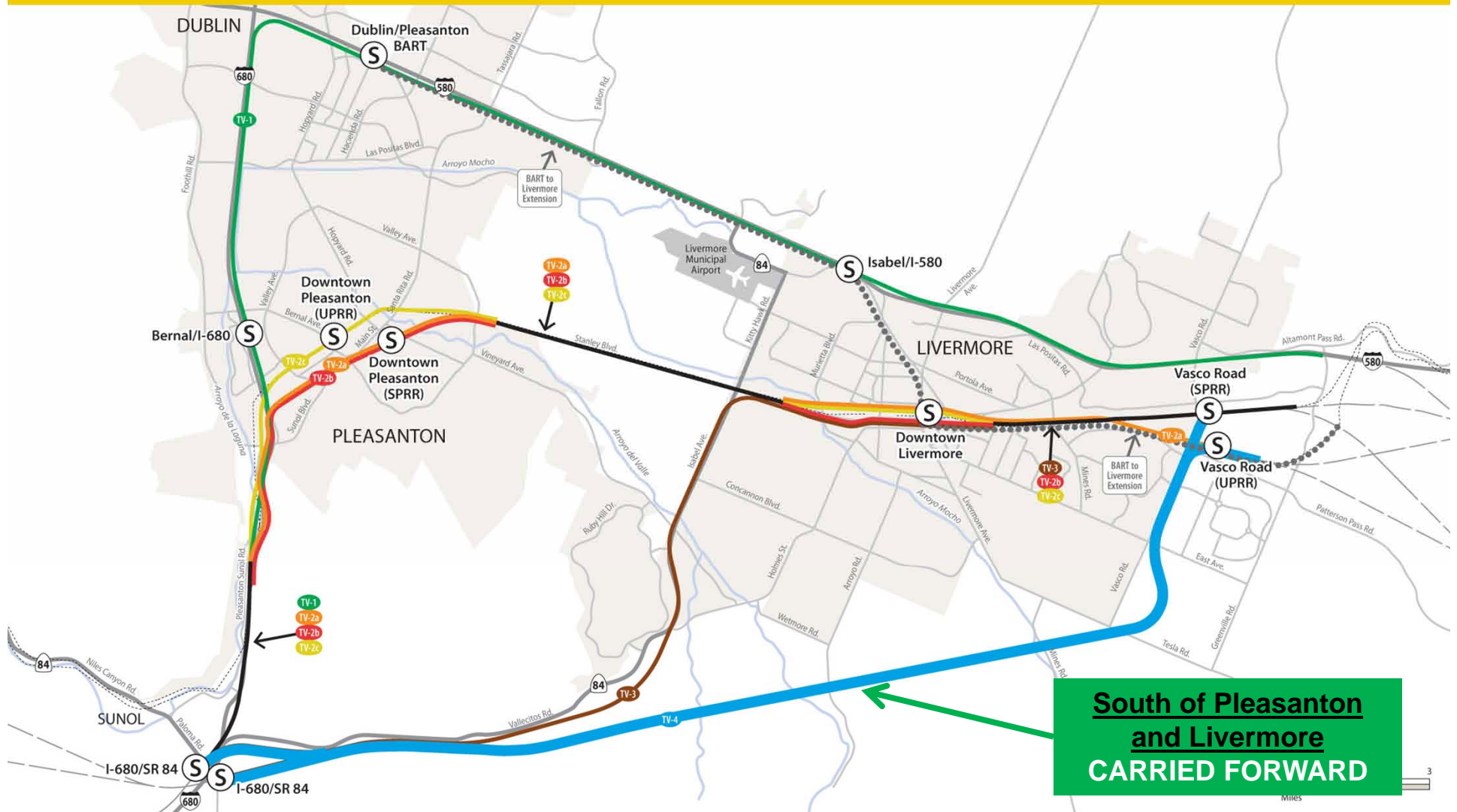


Tri-Valley



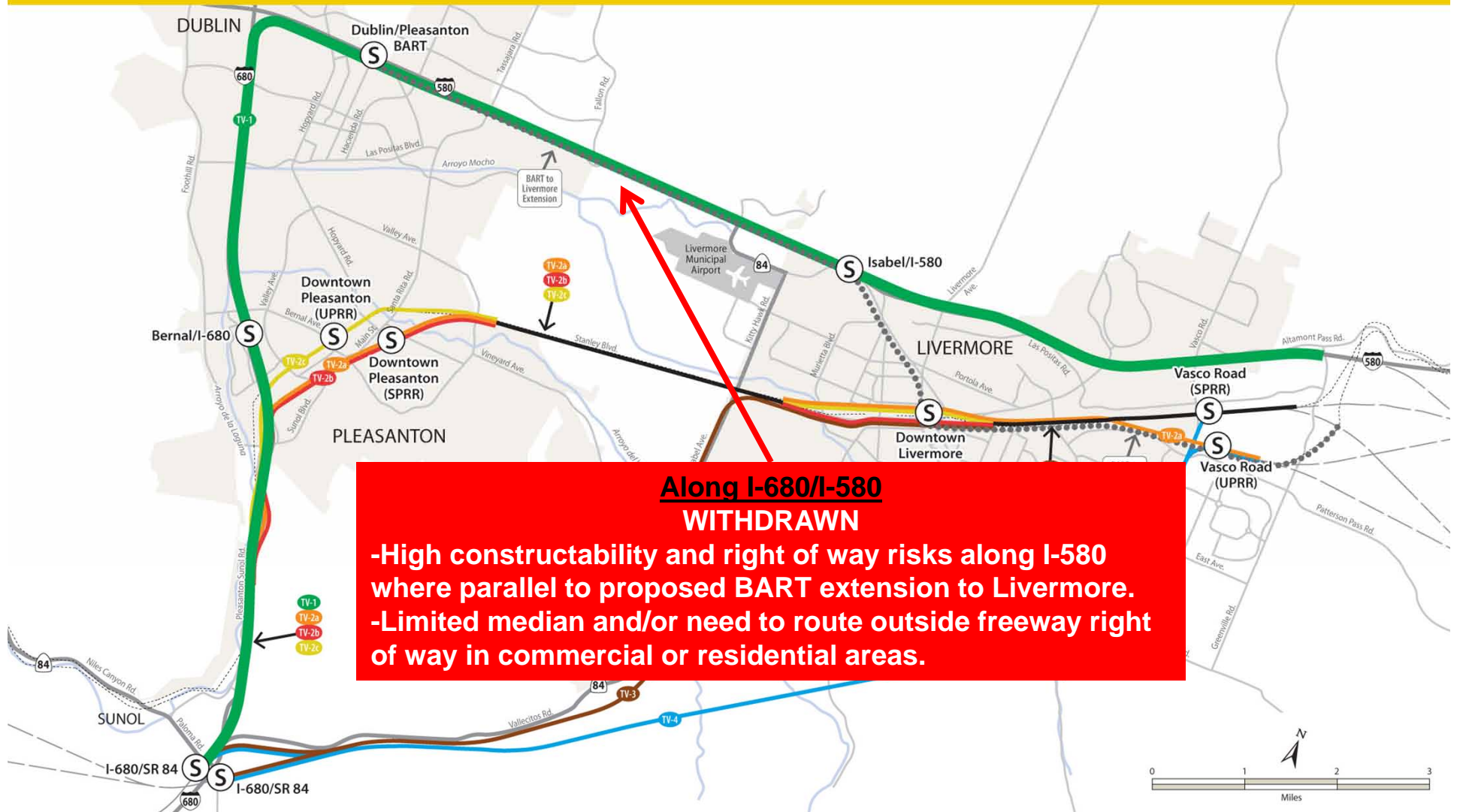


Tri-Valley





Tri-Valley



Along I-680/I-580 **WITHDRAWN**

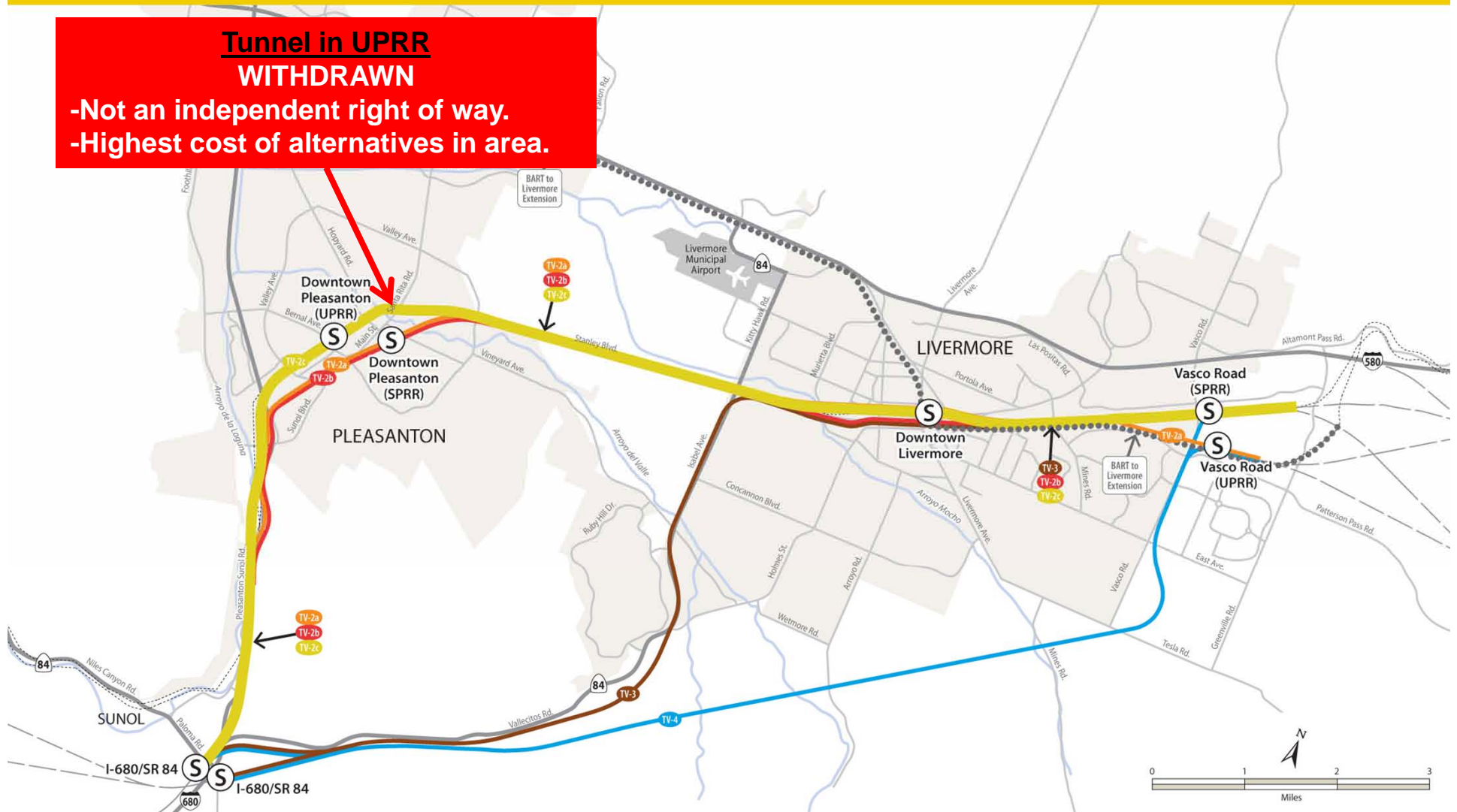
- High constructability and right of way risks along I-580 where parallel to proposed BART extension to Livermore.
- Limited median and/or need to route outside freeway right of way in commercial or residential areas.



Tri-Valley

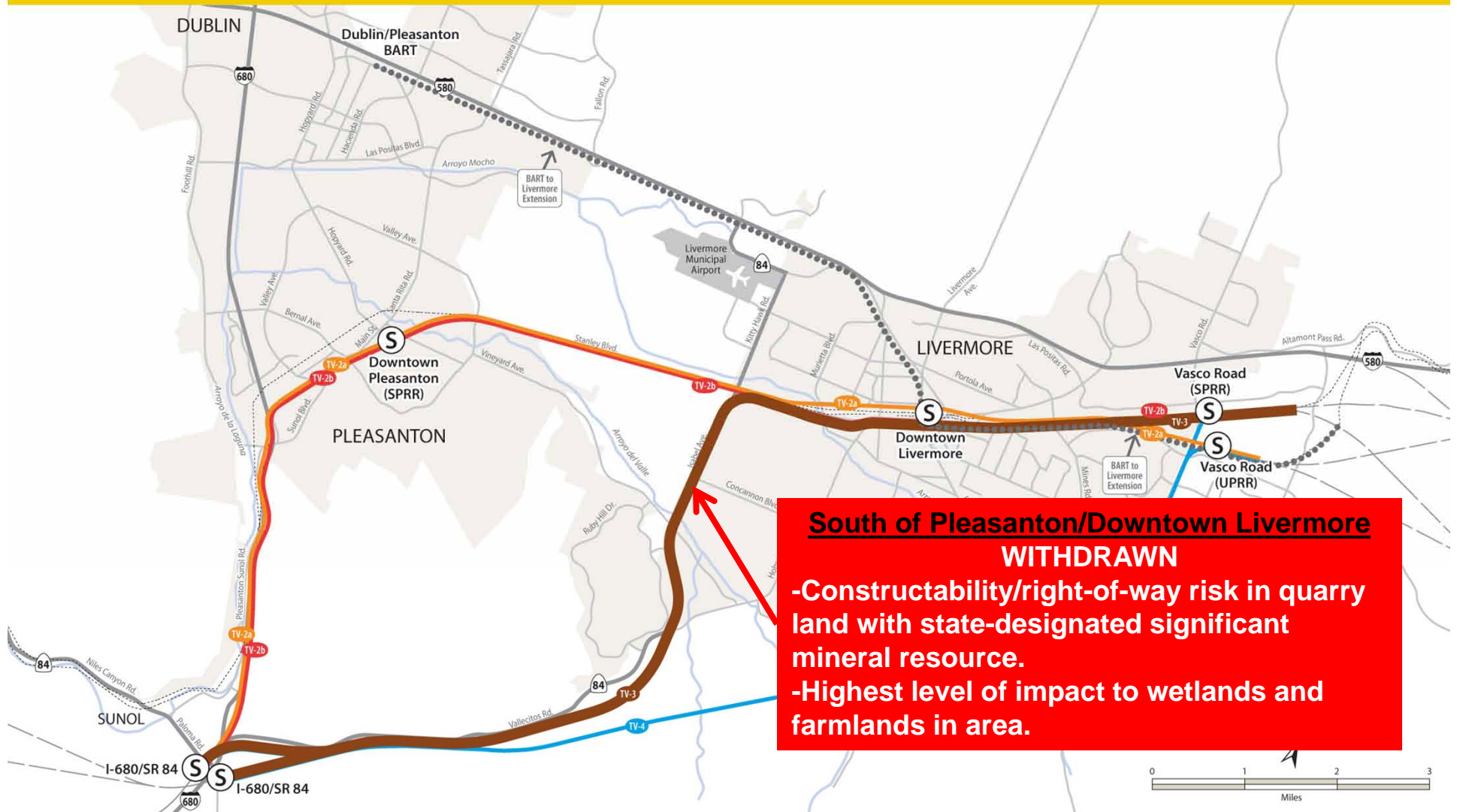
Tunnel in UPRR **WITHDRAWN**

- Not an independent right of way.
- Highest cost of alternatives in area.





Tri-Valley

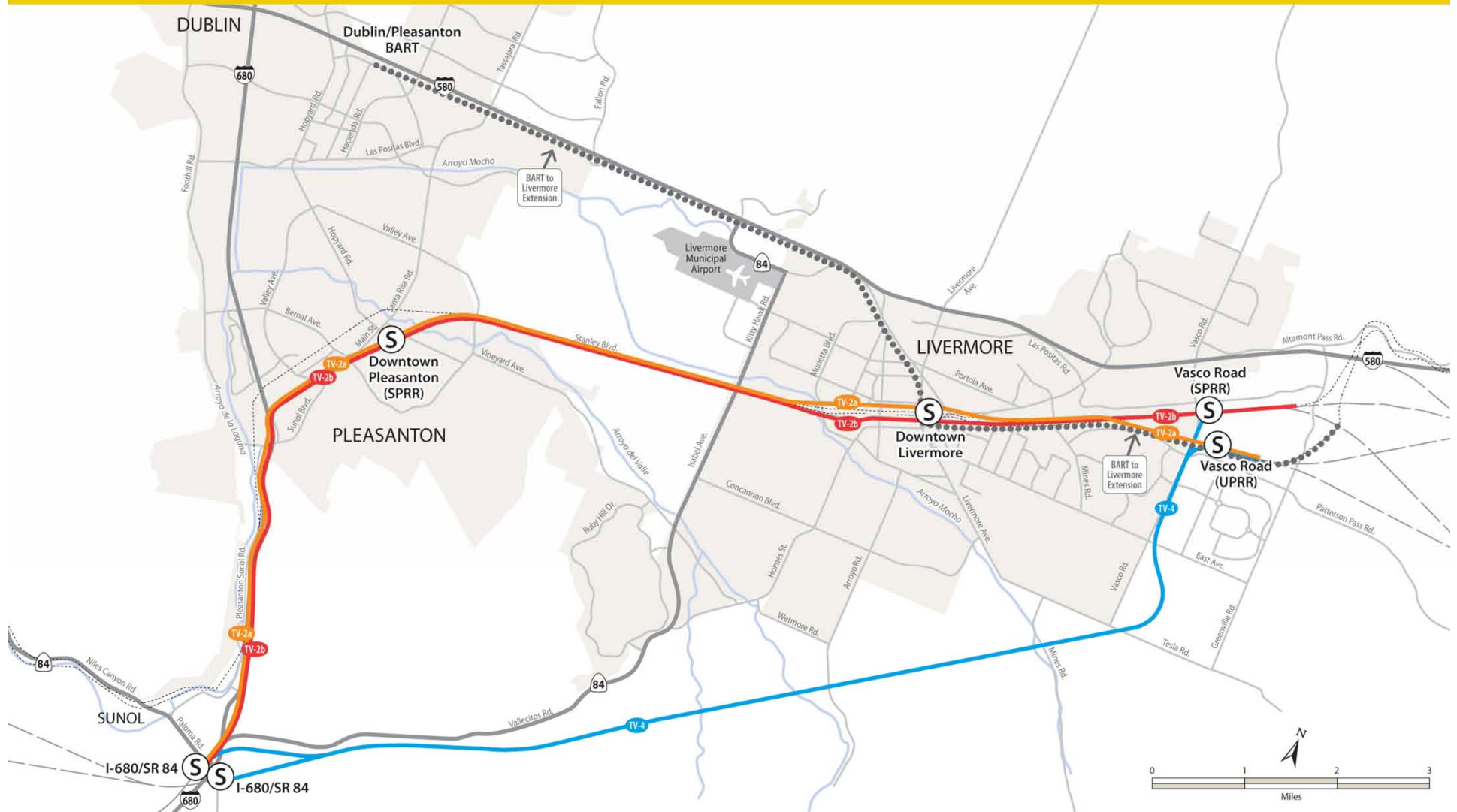


South of Pleasanton/Downtown Livermore **WITHDRAWN**

- Constructability/right-of-way risk in quarry land with state-designated significant mineral resource.
- Highest level of impact to wetlands and farmlands in area.



Tri-Valley





Altamont and Tracy





Altamont and Tracy

Along I-580
CARRIED FORWARD





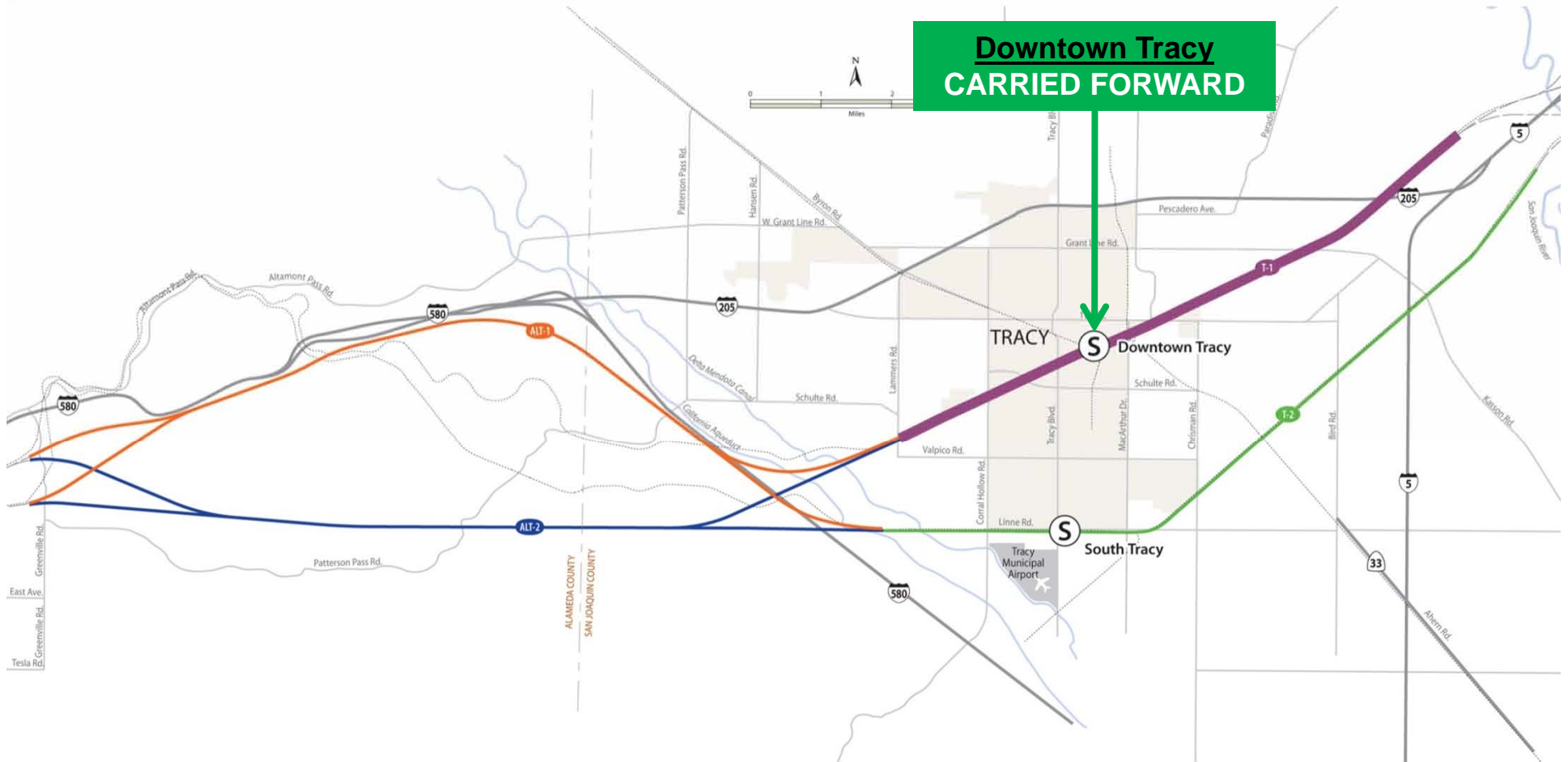
Altamont and Tracy



**Near Patterson Pass
CARRIED FORWARD**

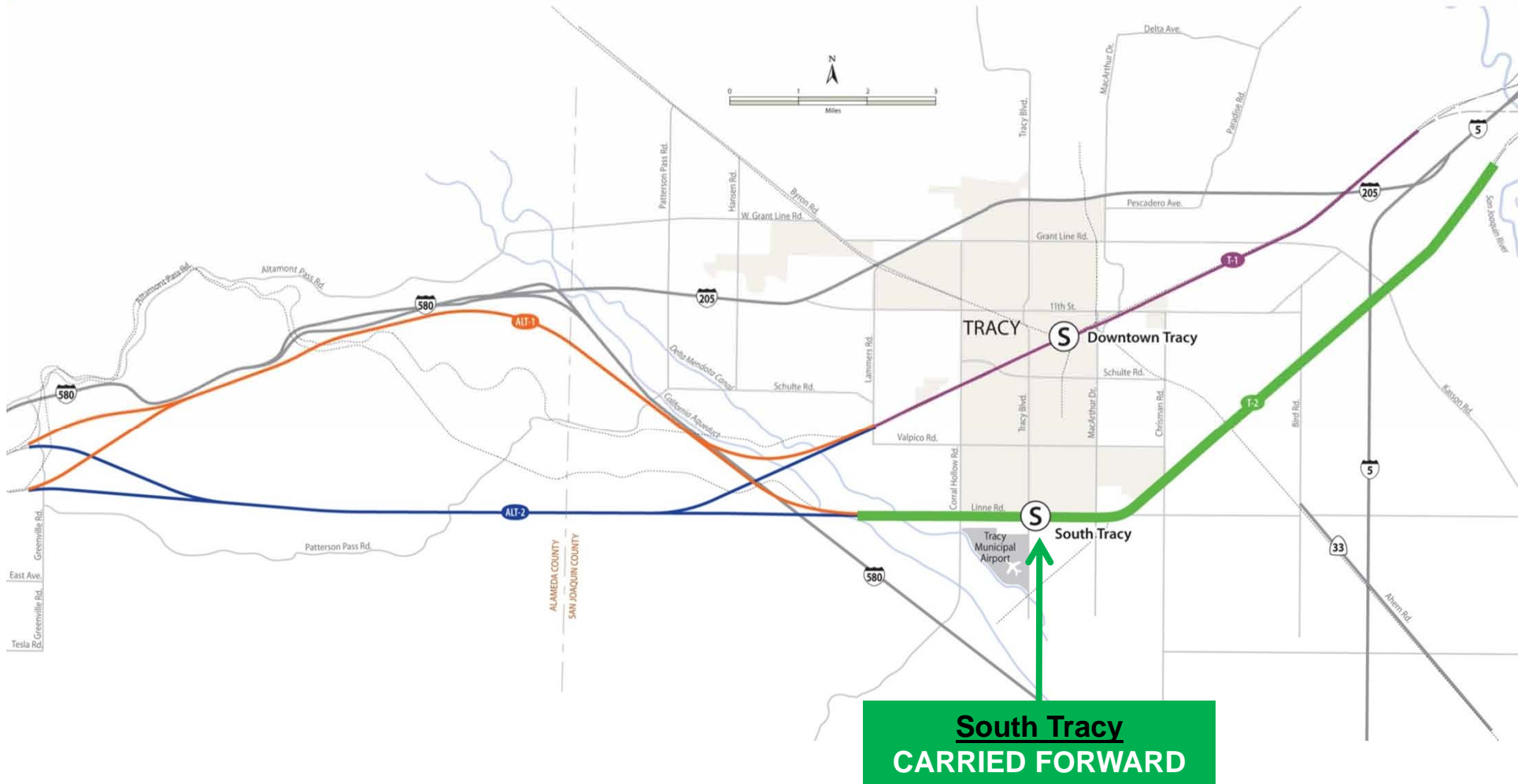


Altamont and Tracy





Altamont and Tracy



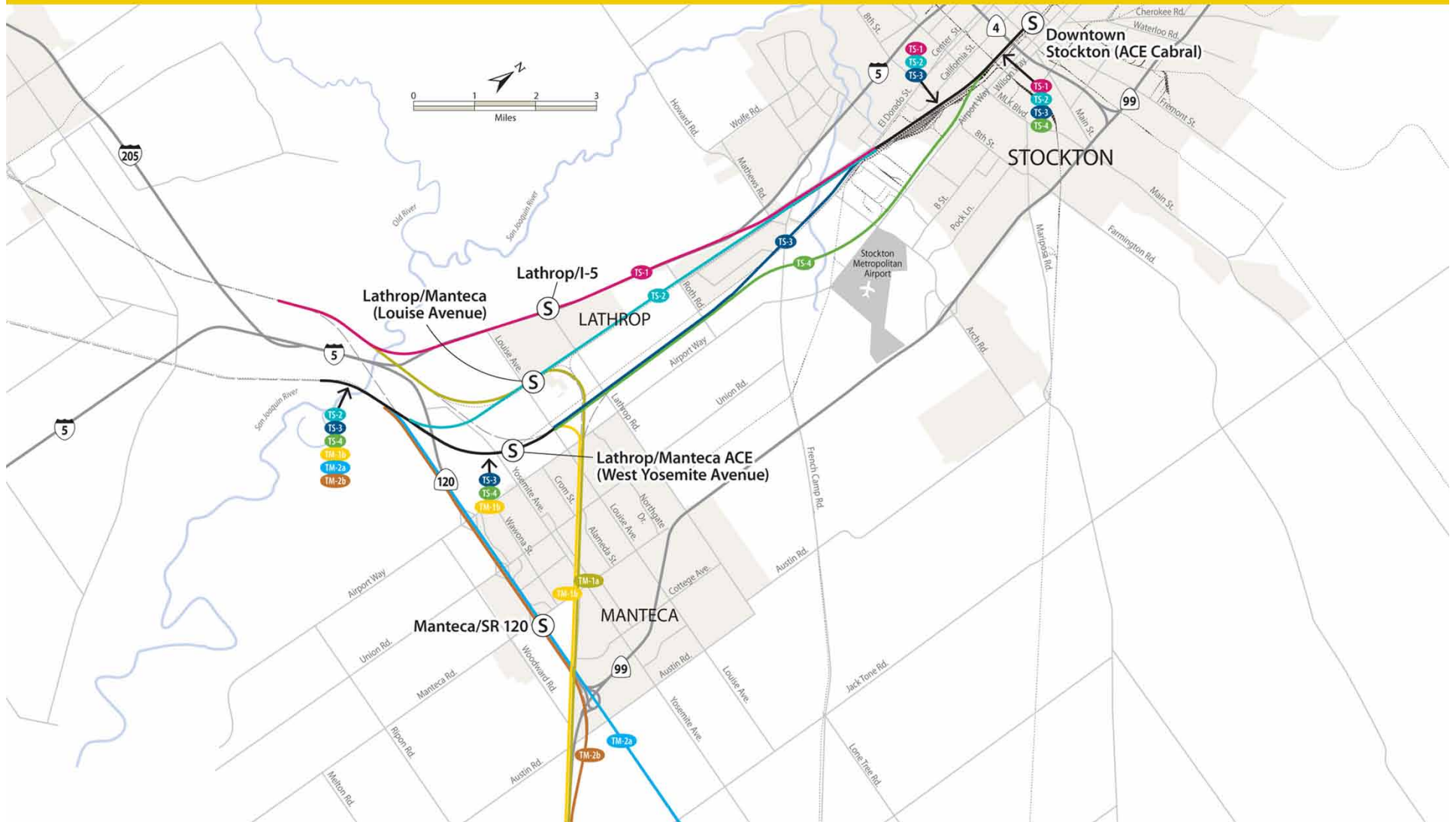


Altamont and Tracy





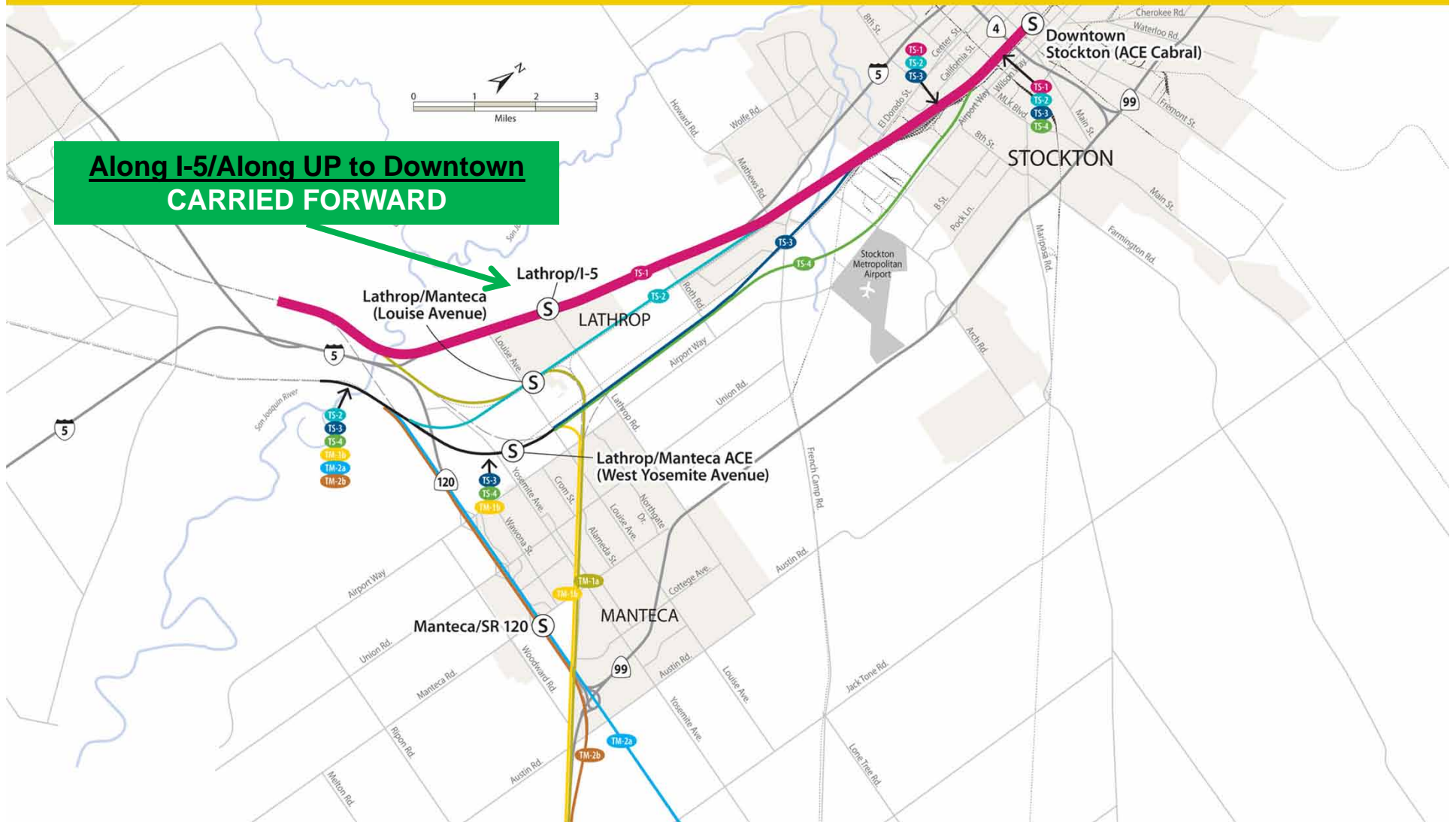
Tracy to Stockton





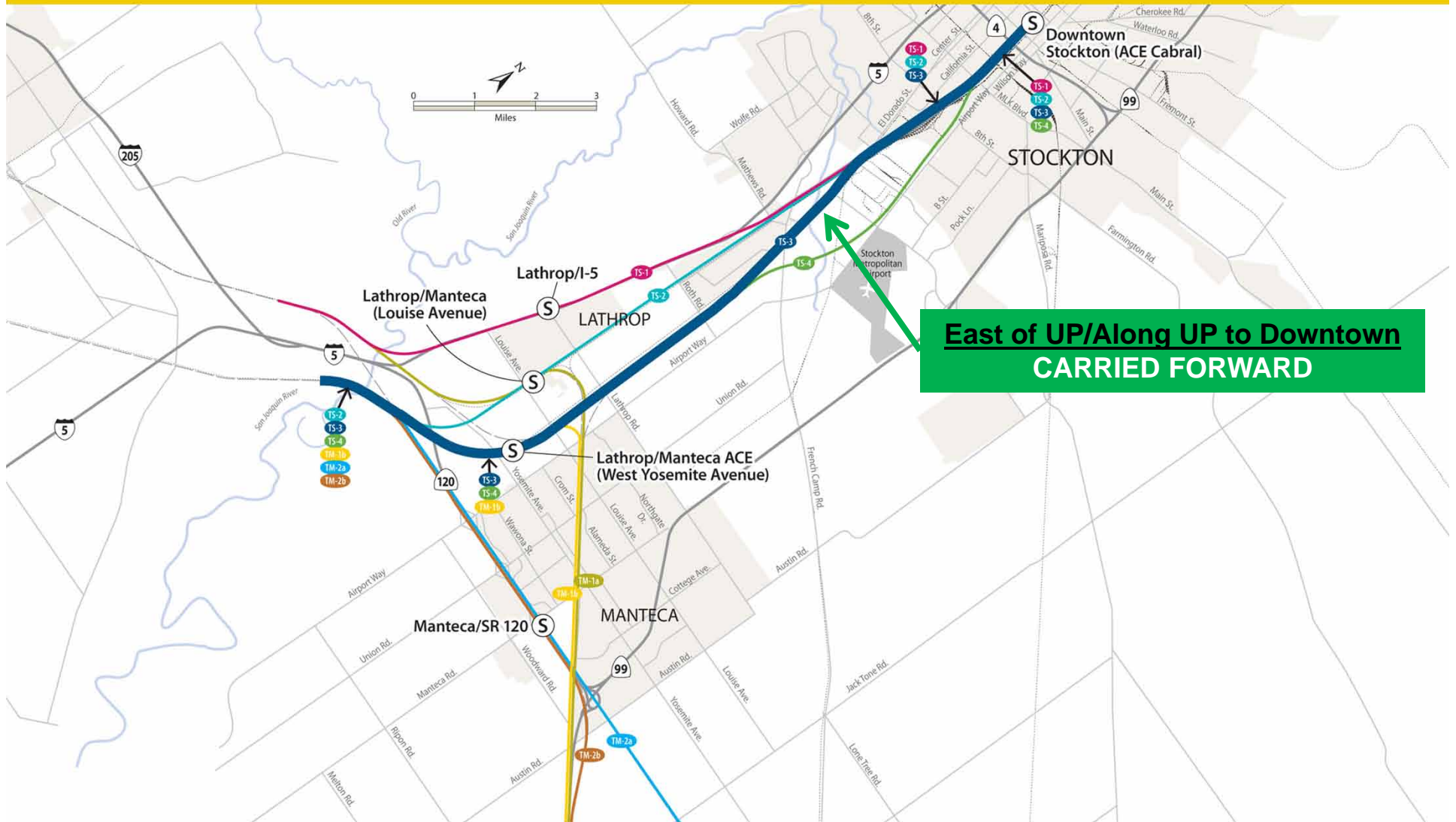
Tracy to Stockton

**Along I-5/Along UP to Downtown
CARRIED FORWARD**





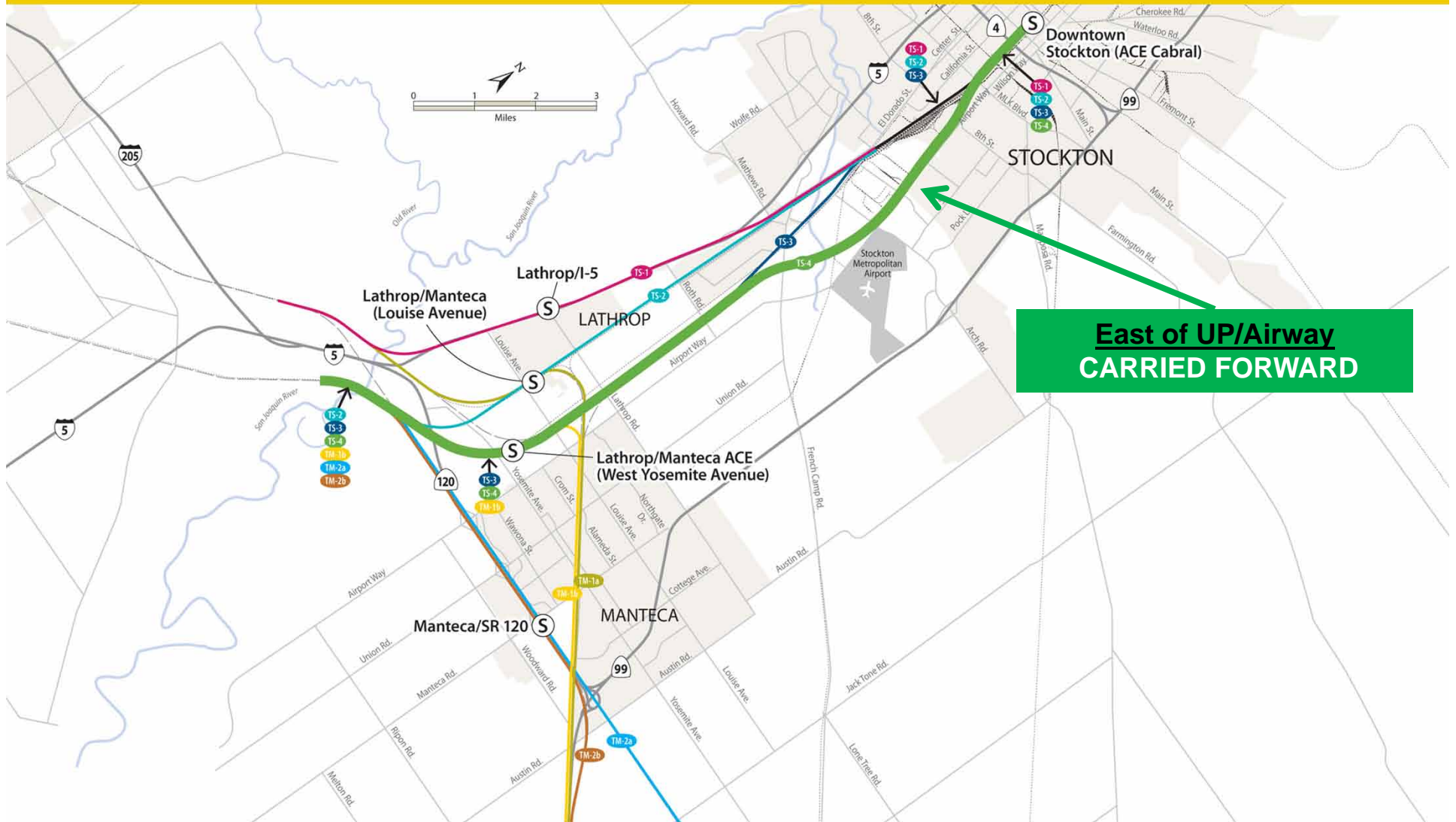
Tracy to Stockton



East of UP/Along UP to Downtown
CARRIED FORWARD

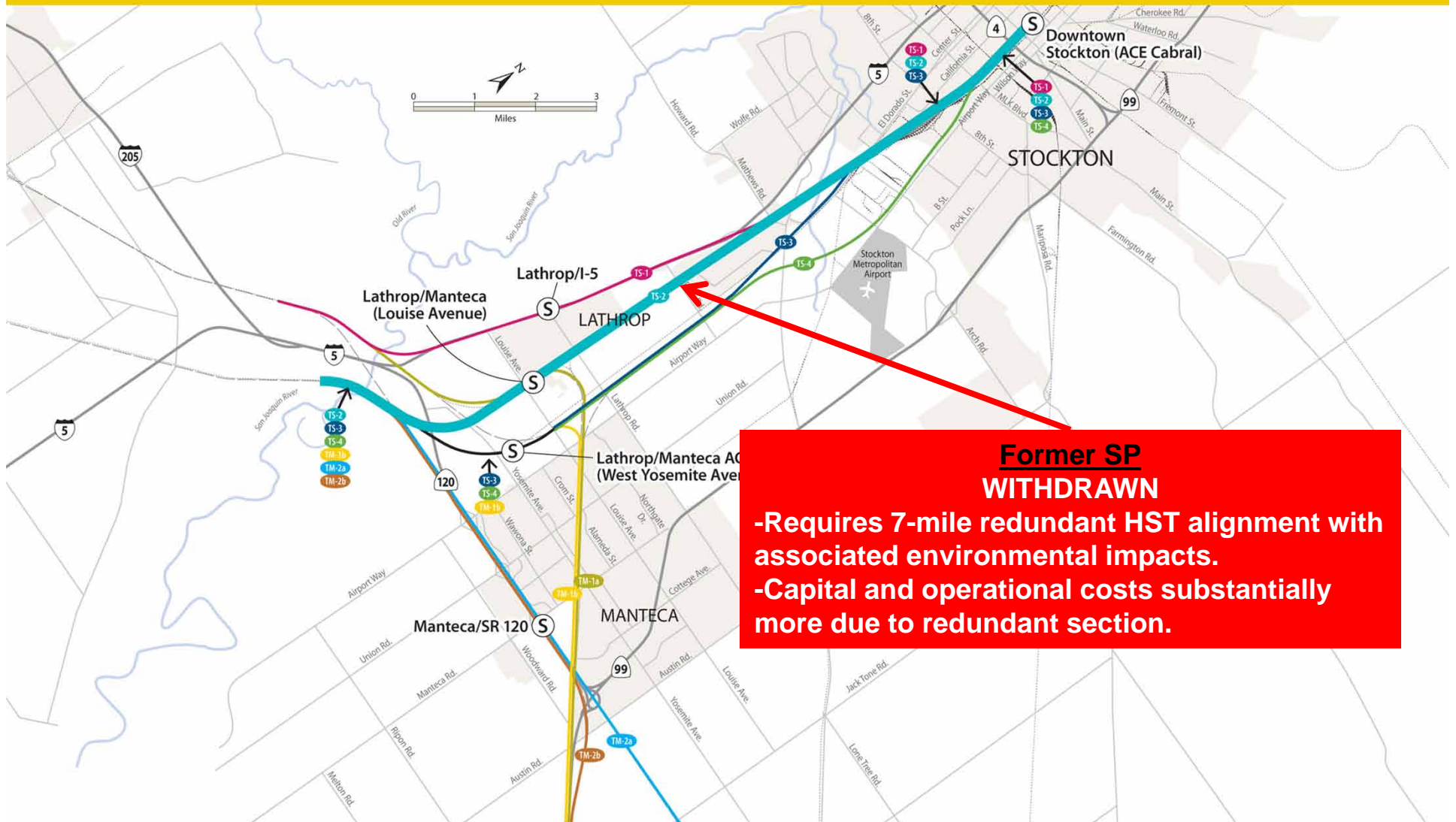


Tracy to Stockton





Tracy to Stockton

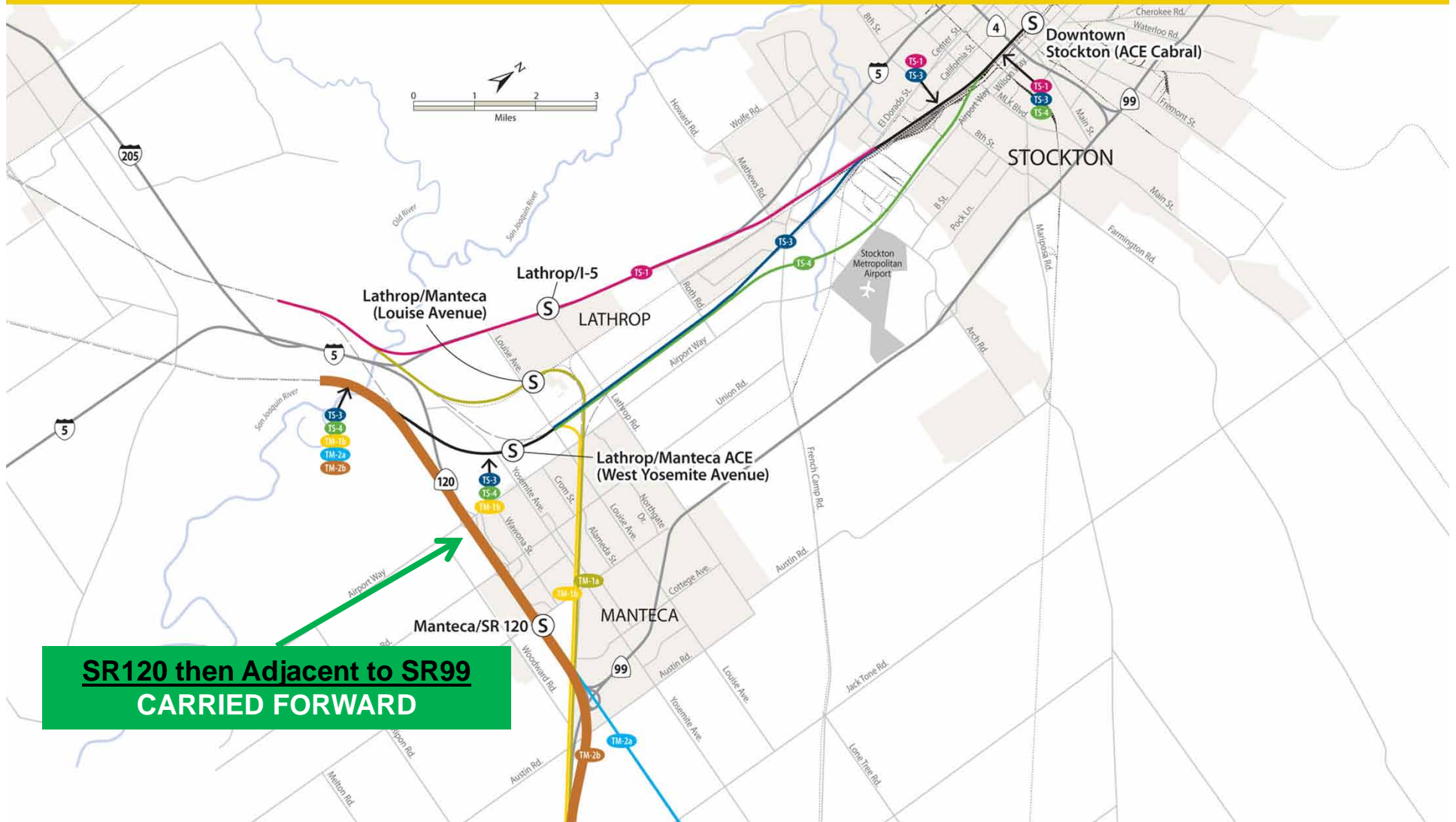


Former SP WITHDRAWN

- Requires 7-mile redundant HST alignment with associated environmental impacts.
- Capital and operational costs substantially more due to redundant section.

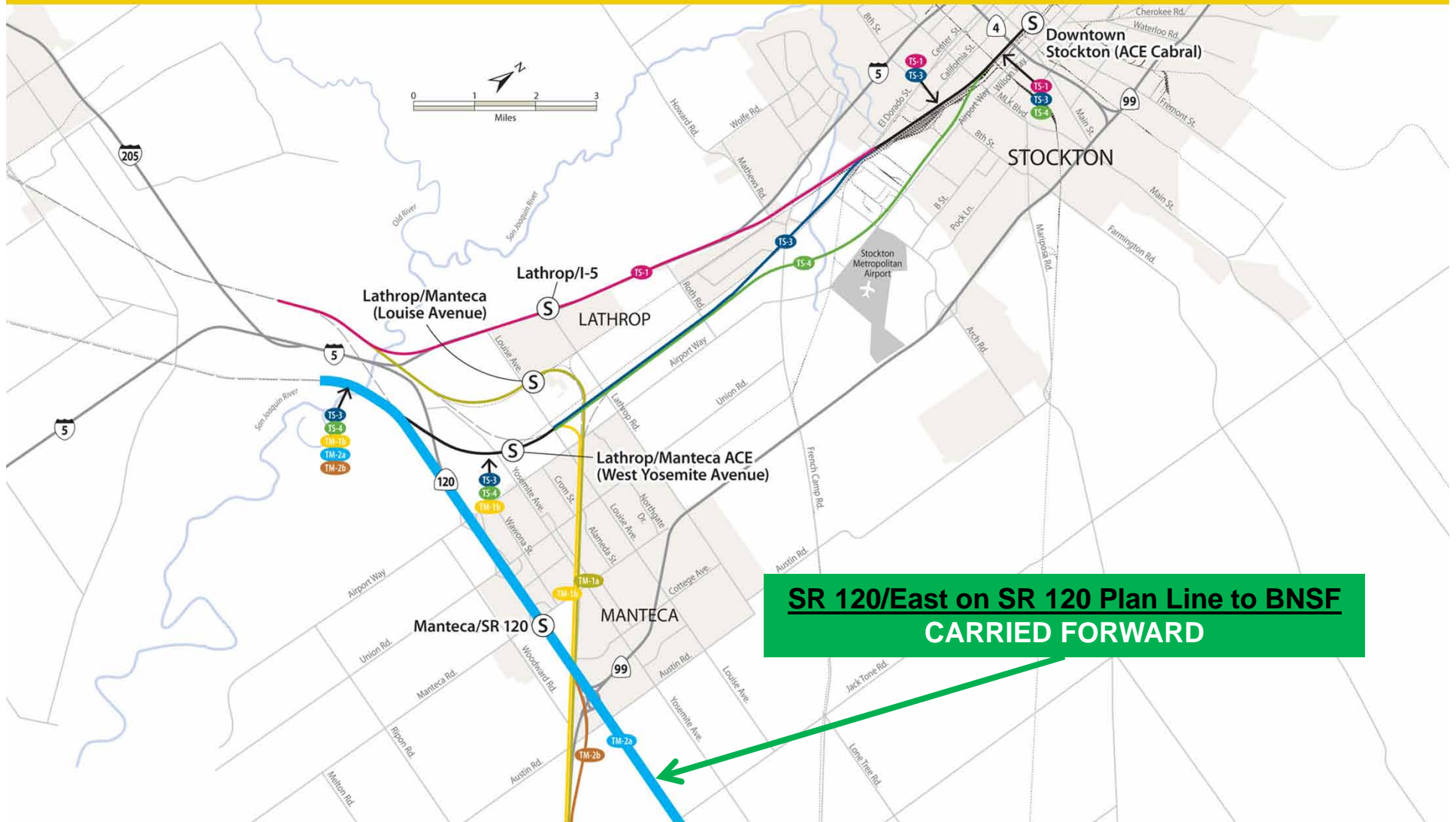


Tracy to Modesto



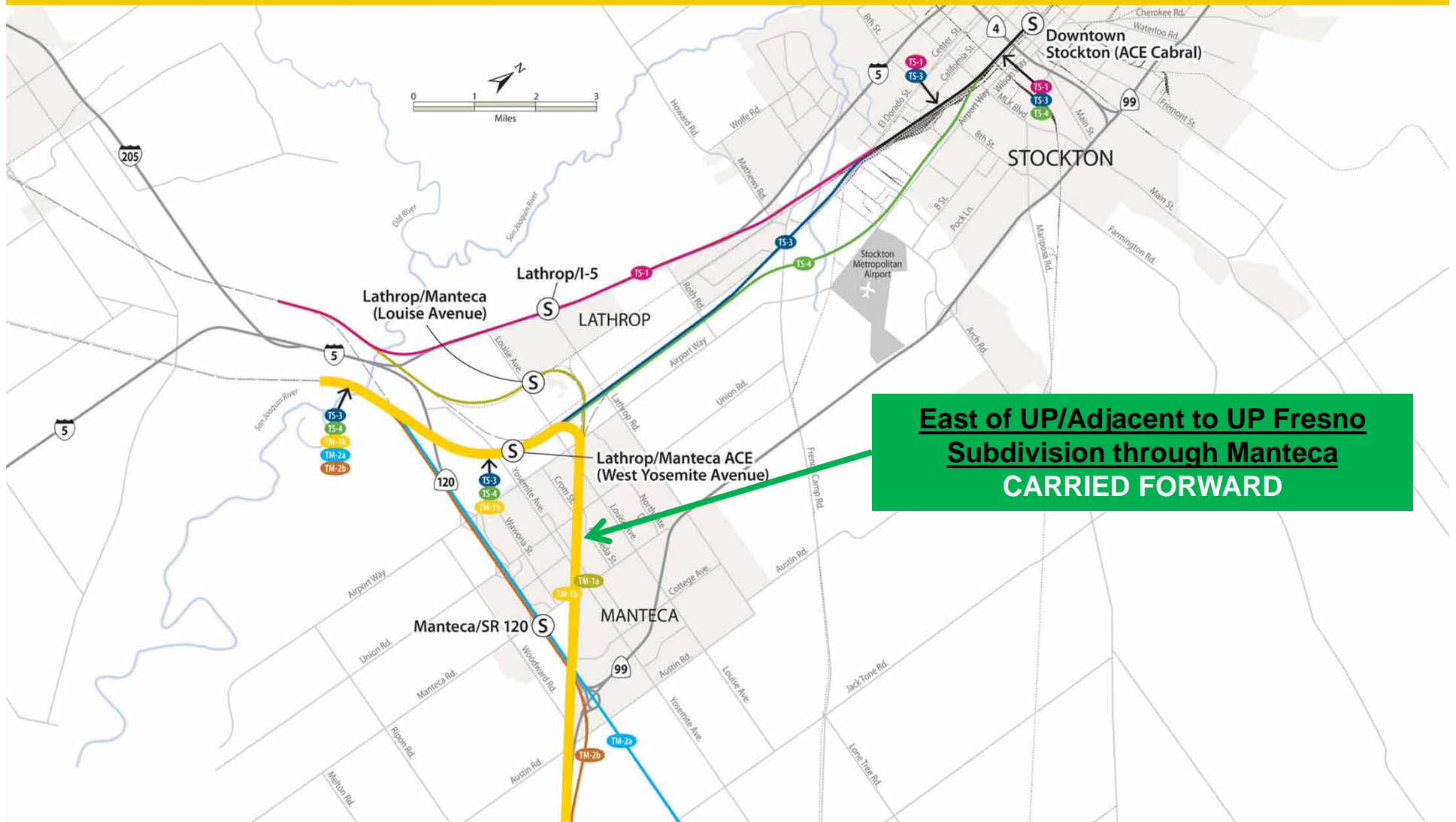


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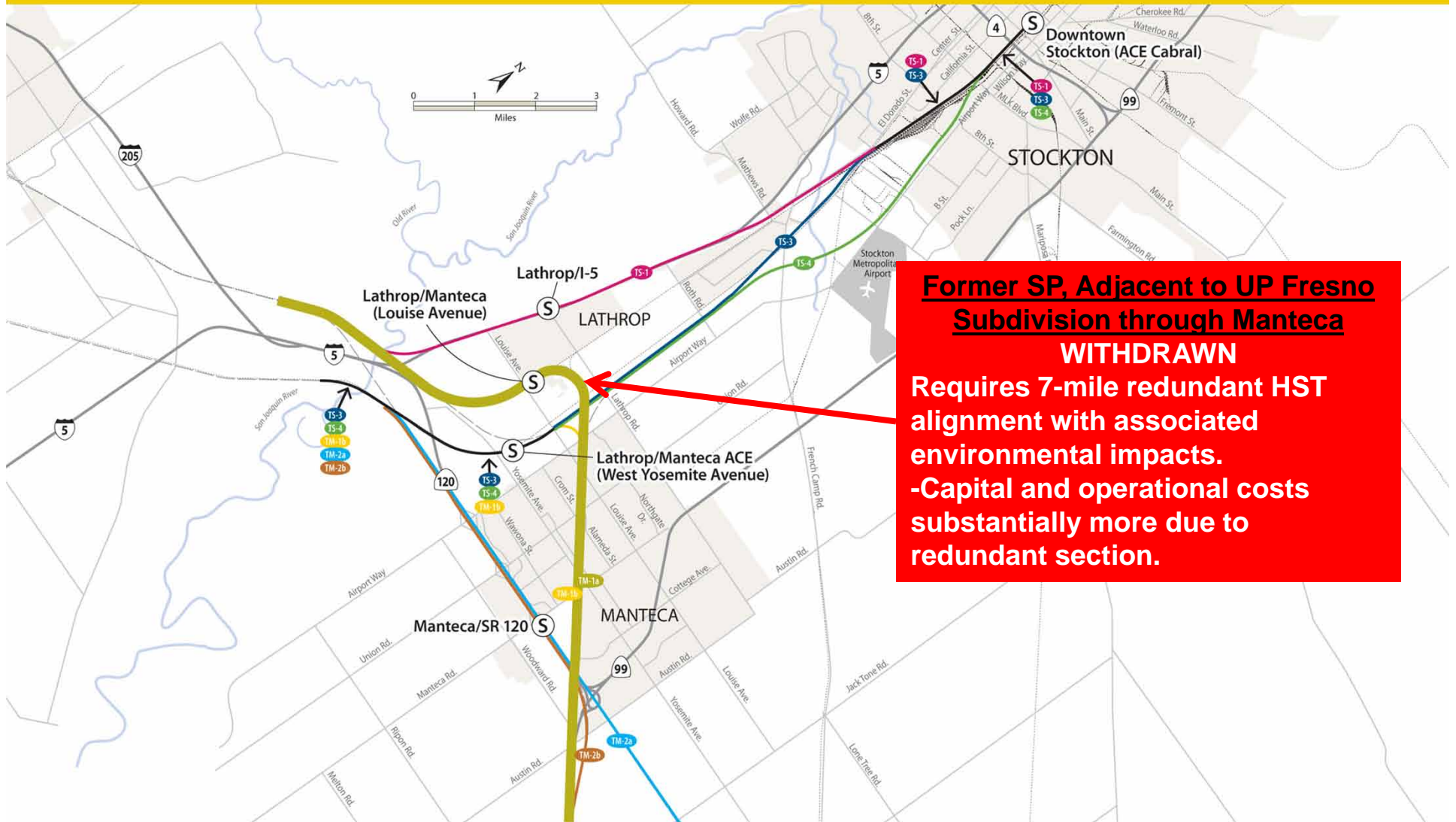


Tracy to Modesto





Tracy to Modesto



Former SP, Adjacent to UP Fresno Subdivision through Manteca

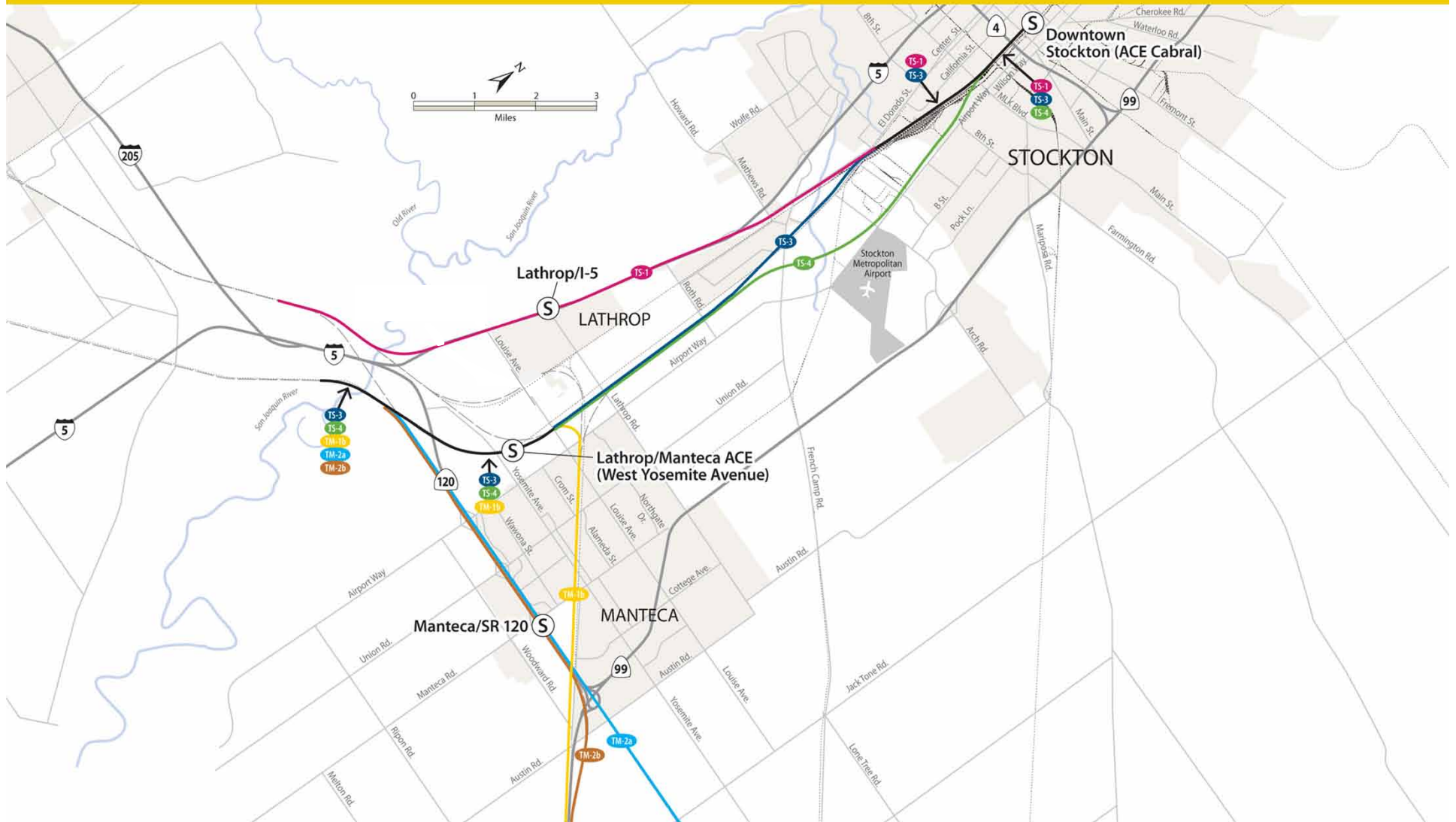
WITHDRAWN

Requires 7-mile redundant HST alignment with associated environmental impacts.

-Capital and operational costs substantially more due to redundant section.



Tracy to Stockton and Modesto





Summary and Conclusions

❖ Results

- **Alignments**
 - **31 Alignment Alternatives evaluated in Preliminary AA Report (~413 miles)**
 - **19 Alignment Alternatives carried forward (~241 miles)**
- **Stations**
 - **25 stations evaluated in AA Report**
 - **19 stations carried forward**

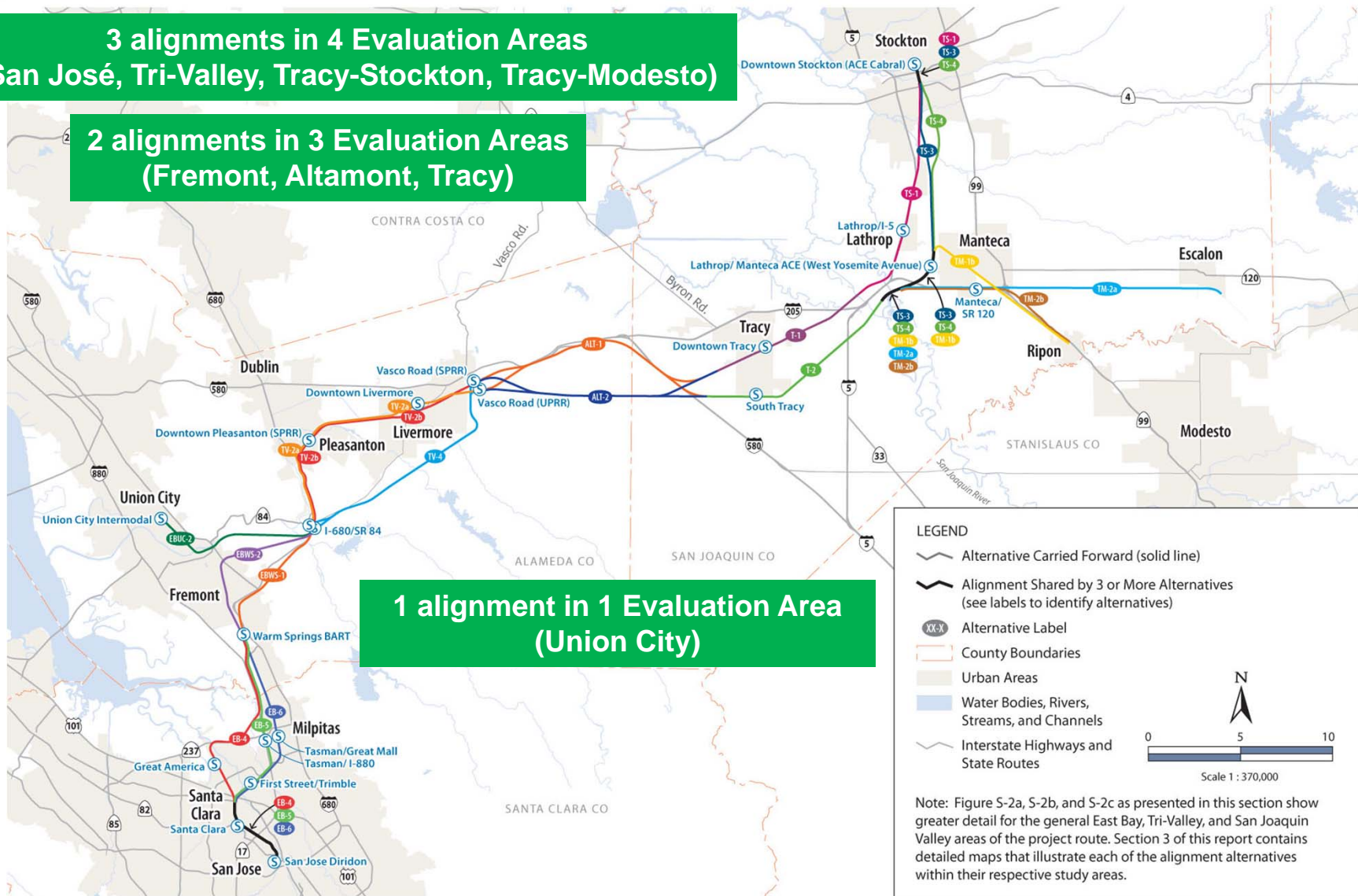


Alternatives Recommended for further Evaluation in EIR/EIS

3 alignments in 4 Evaluation Areas
(San José, Tri-Valley, Tracy-Stockton, Tracy-Modesto)

2 alignments in 3 Evaluation Areas
(Fremont, Altamont, Tracy)

1 alignment in 1 Evaluation Area
(Union City)





Next Steps

- ❖ **Present Preliminary Results to Public and Agencies – February/March 2011**
- ❖ **Supplemental AA (if needed) – Fiscal 2011/2012**
- ❖ **Preparation of Draft EIR/EIS – 2012 (contingent on funding)**
- ❖ **Final EIR/EIS – 2013**
- ❖ **Record of Decision – 2013**



Questions and Answers

